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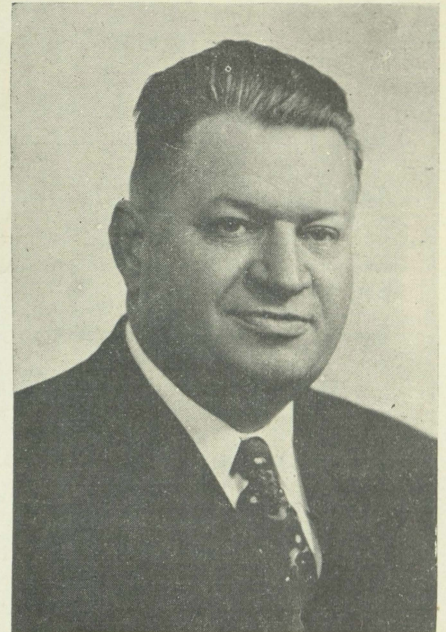
SALES—SERVICE—RENTALS

ADVERTISERS' INDEX

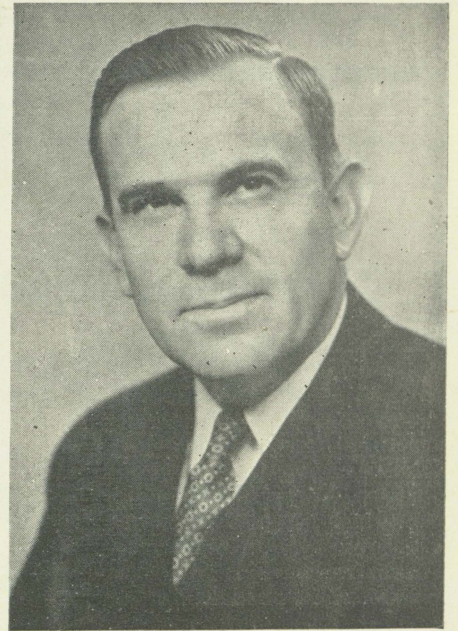
Alfar Creamery Co	22	Orlando Transit Company	33
Allen Sales & Service Corp.	35	Pasco Packing Association	6
Angebilt Hotel	38	Patten Sales Company	42
Armco Drainage & Metal Products, Inc.	24	Pelican Restaurant	30
B & C. Equipment Co	4	Peterson, P. J.	34
Ballenger Auto Storage, Inc.	29	Petroleum Carrier Corporation	35
Bay Line, The	35	Phillips & Company, I. W.	30
Burford-Toothaker Tractor Co. In. B. Cover		Pine Castle Boat & Construction Co	36
Burgman Tractor-Equipment Co. In. B. Cover		Plymouth Citrus Growers Ass'n In. F. Cover	
Cash & Carry Lumber Company, Inc.	42	Polk Packing Association	24
Churchwell Co., J. H.	32	Portland Cement Association	39
Citizens Oil Co., Inc.	10	Pounds Tractor Company	33
Clewiston Motor Co. In. B. Cover		Rand's Enterprises	4
Coastal Stages	22	Respass Engraving Company	27
Cogswell, A. R.	32	Ridgewood Hotel and Grill	34
Consumers Lumber & Veneer Co., Inc.	36	Stewart Packing Company	6
Crenshaw Bros. Produce Company	30	Seaboard Oil Company, The	35
Dinkler Hotels	32	Seabrook Hardware Company	28
Dothan Ice Cream Co	22	Shelley Tractor-Equipment Co. In. B. Cover	
Drainage Machinery & Supply Co	41	Sheraton Resort Hotels	34
Drew Company, The H. & W. B.	35	Sherman Concrete Pipe Co	28
Edwards Packing Company	37	Sherrill Oil Company	28
Eelbeck Milling Company of Fla.	41	Southern Dairies, Jacksonville	22
Epperson & Company	30	Southern Dairies, Miami	20
Eppinger & Russell Company	32	Southeastern Natural Gas Corp.	40
Florida-Alabama Motor Lines	4	Southern Transfer & Storage Co., Inc.	42
Florida Crushed Stone Company	33	Square Deal Fruit Company	36
Florida Equipment Company In. F. Cover		St. Charles Hotel	31
Florida-Georgia Tractor Co. B. Cover		St. Johns River Line Company	32
Florida Gravel Co	34	St. Johns Box Company	34
Florida Motor Lines	5	Star Fruit Company	22
Florida Motor Service, Inc.	32	Sunrise Motor Company	40
Florida Portland Cement Co	8	Tamiami Trail Tours, Inc.	8
Florida Power Corporation	5	Tampa Armature Works	30
Florence Citrus Growers Assn.	37	Tampa Creosoted Lumber Products	23
Franklin Arms Hotel	31	Tampa Stock Farms Dairy	29
Frierson's Electric & Gas Co	34	Taylor Parts & Supply Co., Inc.	28
Ft. Myers Builders Service	41	Taylor's Service Station	38
General Truck Company	6	Valencia Garden	30
Georgia Stages Incorporated	22	Van Kleeck Company	41
Great Southern Citrus Association	37	Walling Crate Company	22
Greynolds, A. O. Co., Inc.	6	Watkins System, The	27
Gulf Coast Motor Line	20	Waverly Growers Cooperative In. F. Cover	
Gulf Power Company	27	Wedgworth's	22
Hall Construction Company, L. L.	24	Wheeler Fertilizer Co	36
Hardaway Contracting Company	20	Winter Garden Citrus Growers' Ass'n	24
HeLer Bros. Packing Co	36	Woodstock Slag Corporation	35
Hollywood Storage & Transfer Company	31	Wright & Sen, R. H.	10
Hooper Construction Co	8		
Hotel Floridan	29		
Hotel Haven	29		
Hotel Marion	33		
Hotel Putnam	38		
Hotel Sebring	40		
Hotel Va.dez	34		
Huck Paint Company, Inc., M. O.	35		
Humphries Tire & Retreading Co.	41		
Huppel, Al	36		
Jackson Grain Company	29		
Johnson, T. K.	20		
Kuder Citrus Pulp Company	37		
Lake County Citrus Sales	24		
Lakeland-Highlands Cooperative Assn.	29		
Lakeland Terrace Hotel	39		
Leon Bass Saw Mill	38		
Limerock Association of Florida, Inc.	33		
Llewellyn Machinery Corp.	42		
Lord, E. B. (Red)	30		
Louis Wohl & Sons	30		
Marico, Inc.	33		
Markham Brothers & Company	42		
McCormick & Sons, B. B.	10		
McIntosh, B. D.	39		
McLean-Sims Machinery Co	20		
McRae Service Station	27		
Medlock Tractor Company	37		
Mexican Petroleum Corporation	28		
Miami Parts & Spring Co., Inc.	31		
Miller Machine Company	29		
Mills Rock Company	40		
Minneola Growers Packing Co	8		
Monroeville Motor Lines	4		
Motor Parts & Supply, Inc.	35		
Motor Supply & Equipment, Inc.	41		
New Florida Hotel, The	37		
Noling & Church, Inc.	8		
Noonan Construction Company	20		
Ogden, M. B.	27		
Oolite Rock Company	43		
Orange Belt Truck & Tractor Co	36		
Orange State Groves	23		
Orlando Citrus Growers Ass'n	10		
Orlando Fruit & Produce Co., Inc.	33		

WE APOLOGIZE . . .

In our October issue under story titled "Board of Control" the names of Mr. Bryant and Mr. Gurney were transposed under their pictures. Therefore we are placing them in their correct order below:



THOMAS W. BRYANT



J. THOMAS GURNEY

CAN'T BE OLD 'UNCLE TOM'

It's incredible! "Uncle Tom's Cabin" has been protested by negroes, Communists, the CIO and a Pastors' association, and of all places, in Bridgeport, Conn., in the heart of Yankee-land.

Author Harriett Beecher Stowe must have rolled over in her grave, Surely, the "musical version" of this abolitionist story could not have been the "Uncle Tom" that shook Boston in "antebellum days" to its humanitarian foundations, excited its residents to hysterical holy horror at the lot of the slaves, while in New England mills laborers were subjected to working conditions that Simon Legree never dreamed of in his most sadistic moments.

And here are Connecticut CIO's, Communists and preachers denouncing the play. No, it cannot be "Uncle Tom" with its lesson of universal brotherhood, the stock in trade of these groups.

If the Bridgeport-banned version preserves any resemblance to the "Uncle Tom" that helped bring on the War Between the States, the "Uncle Tom" which was translated into all Hottentot, then the pendulum has not only swung back from our grandfather's day. It has gone clean through the casing.—Miami Herald.

A person is injured in a home accident every six and one-half seconds, says the National Safety Council. That means that injuries from home accidents total more than 13,000 every day in the year.

Records of 23 States show that motor vehicles with unsafe brakes were involved in up to 11 percent of the fatal traffic accidents.

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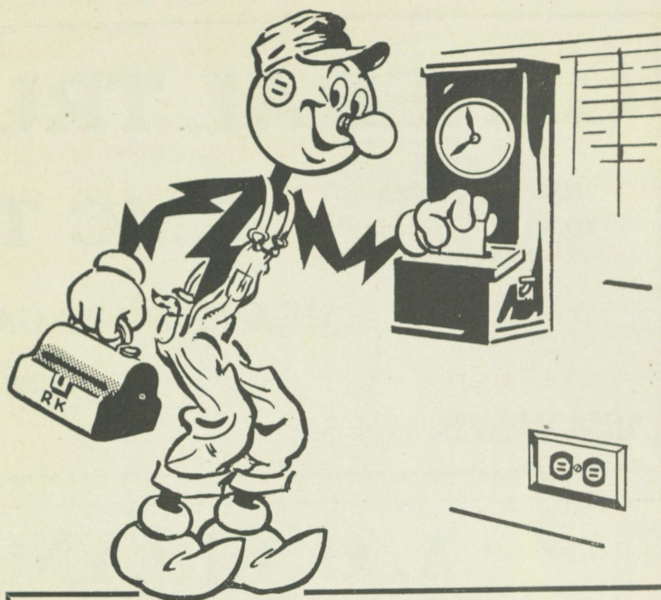
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Official Publication of

State Road Department of Florida—Florida Highway Patrol
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VOLUME 13

NOVEMBER 1945



NUMBER 12

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Editor

J. E. ROBINSON, Winter Garden

Publisher

CONTENTS

Advertisers' Index	3
Editorial Page	9
Hunting Prospects	11-27
Game and Fish Commission	12-28
Conservation Officers	13-27
Game Restocking	14
Game Regulations	16
Assume State Positions	18
County Activities and Personalities	21
It Happened in Florida	23-35
Florida Fourth Estate	25-33
Future Highway Development	26-40
Death Stalks the Highways Since Gas Rationing Ceased	29
Recreation and Picnic Park Good Investment for Florida	31

A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material) provided proper credit is given Florida Highways, Reg. U. S. Pat. Off. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Fla., under the Act of March 3, 1879.

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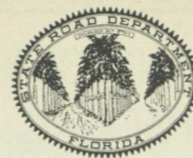
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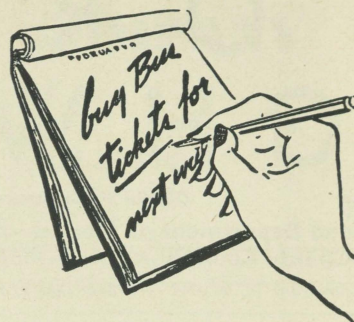


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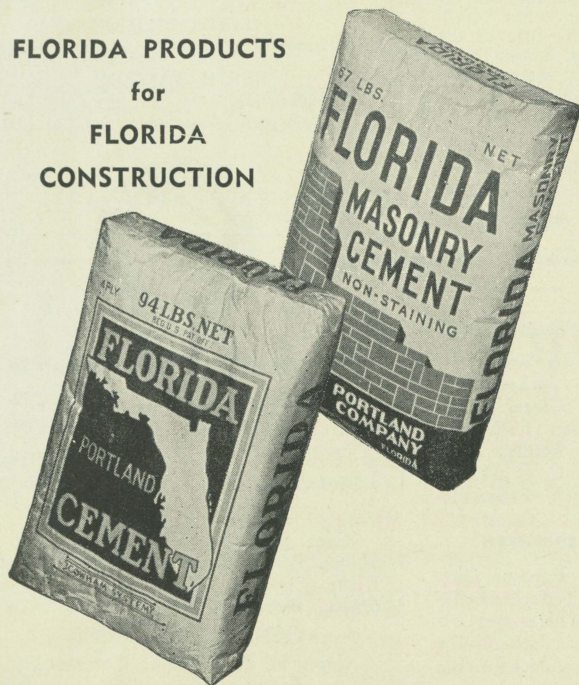
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EDITORIALS

GUEST EDITORIAL By
I. N. Kennedy, Director Game and Fresh
Water Fish Commission

Work of State Game and Fresh Water Fish Commission

CRISP AUTUMN mornings presage the opening soon of the 1945-46 hunting season. The fall harvest of game will be reaped by hunters throughout the State, and by hunters from other States who come to this land of abundance.

Man no longer hunts for the sake of killing, nor for the sake of living.

With dog and gun he traverses the countryside unmolested, free to take from that land the game which rises before him under a code established by him for the preservation of these same birds and animals which are free as the man who hunts them.

The "sport" as it is called creates a binding tie between all who participate in it and is one of the strongest links in the chain which holds freedom fast to democracy.

Since last season the Game and Fresh Water Fish Commission has been working to improve this crop of game. Conservation officers in the field have sown the seed by breaking up covies and redistributing them in the hunted-over area. And for the angler more than seven million fingerling were planted in our fresh waters. The State and Federal agencies do much to preserve and improve our wildlife resources.

But that alone is not enough.

The greater responsibility in utilizing wisely that game which man and nature has provided rests with you—the individual sportsman. Let us take no more than our share of game, according to bag limits fixed by law. Let us make every effort to get the "cripples." Let us follow the highest standards of a true sportsman, that our neighbors and our young sportsmen will find a good example.

When the season ends and the guns are oiled and packed away, let us not forget that our responsibility does not end—we the individual sportsman. For much remains to be done.

There is an increasing need for sportsmen, young and old, the State over to join together in conservation clubs which will take the initiative in education in their communities for the conservation of our wildlife resources, and for the active assistance of conservation officers in restocking. Conservation clubs can render a great service in cooperating with county officials in seeing that offenders of game and fishing laws are punished and shamed so they will not violate again.

The commission and our Federal agencies have made and will continue to make great efforts toward the continued improvement of wildlife resources.

But they're counting on you—the individual sportsman—to help.

Highway Editor in Hospital

John Kilgore, editor of Florida Highways magazine, was rushed to a Tallahassee hospital on October 13 where he underwent an emergency appendectomy.

As the magazine goes to press, Mr. Kilgore is recuperating rapidly and should return to his post soon.

During his absence, Steve Yates of the Tallahassee News-Democrat assisted with the preparation of material for this issue.

What Other Editors Think

Announcement by District Forest Ranger Fred Ames that a total of 438 deer were killed by hunters in game management area of the Ocala National forest, and that a total of \$7,592.67 has been forwarded to the State game and fish commission from the record sale of permits to hunters, calls attention to the possibilities of the game management policy on the forest from a sportsman's standpoint and as a revenue producer. One-half of the proceeds from sale of permits is returned on the Federal forest service.

Permits sold by the Ocala forest office this year totaled 3,797, and although there was a shortage of ammunition, this was a high record for permit sales. Last year only 2,800 permits were sold. It was estimated by Mr. Ames that a total of 2,500 hunters were on the forest one day during the early part of the season.—Ocala Star-Banner.

Just exactly how fishing has been improved in big Lake Butler, in Pinellas County, is now described by J. M. McCord of 1509 Orange Ave., Winter Park, who has citrus groves on this remarkable lake—one of the best fishing lakes in North America.

"The county commissioners had the rough fish removed, including garfish, catfish, suckers and other fish destructive to the black bass. The alligators also removed from the lake—since it had been proved to the satisfaction of sportsmen in the area that 'gators are detrimental to fishing—and as a result of removing these pests fishing has improved remarkably. The lake was stocked with large-mouth black bass, and spotted or Kentucky bass. Bream and speckled perch never were bothered, having been returned to the lake when thousand-foot seines were used to remove the rough fish.

"The improvement to the fishing has been so great that people now come to fish in Lake Butler from all parts of Florida and from out-of-State. There is a big fish camp on the Southern shore, much frequented by people from St. Petersburg and Tampa. Anglers make tremendous hauls of bass in this lake, regularly, and the supply of game fish seems to increase annually.

"Lake Butler is about 12 miles long, reaching from near Tarpon Springs to near Tampa Shores. The lake is several miles wide in places."—Orlando Sentinel.

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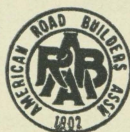
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Hunting Prospects ..

PROSPECTS FOR the best hunting season since outset of war brightened markedly with the recent news of the Navy's release of about 12 million shotgun shells and the army's promise of similar action.

Over the State thousands of men whose hunting eyes are sharpened by years of military training are returning to civilian life eagerly looking to their first game hunting season for a long time. Veteran outdoorsmen too could find prospects for a better season with lifting of gasoline rationing and improvement in the tire situation.

Already in some sections of the State shells are appearing for sale, in limited quantity and assortment.

What about the game? A pre-season survey has just been completed by the field force of the Game and Fresh Water Fish Commission indicates a rich harvest of game will be ready for the taking.

A bumper crop of quail hovering at about 702,196 including 70,210 covies, should greet nimrods on opening day. This is an increase in the quail population over last year although extreme drought worked



Deer killed on a Florida hunt.—Photo courtesy Boutwell's Studio, Tallahassee

a hardship on bobwhite brood in some sections last spring and early summer. Then too, only about 349,000 quail were reported killed during the last hunting season compared with the 1939-40 take of almost 550,000.

Chances of a wild gobbler for Thanksgiving or Christmas are likewise good. The game survey indicates a bronze turkey population of nearly 30,000.

Despite the severe setback suf-

fered by the deer population due to the tick eradication program in 1937, 1939 and 1941, the recent count revealed about 31,937 deer. Of this figure more than 9,000 deer are in the Ocala National Forest when the annual hunts are held.

Incomplete returns shows an estimated squirrel population of about 1,011,300.

Reports from the field forecast more dove than in recent years. The dove season will be three days longer—to Jan. 18—this year. Dove seem to have recovered from the freeze of January 1940 which killed thousands of them and stunted the droves for the following few years.

Because of its late season, Florida does not get the benefit of the first flight of duck. The season this year will not extend past January 20, but with an early winter flights may start sooner. No survey can be made but the last available figures show that more than 70,917 ducks were reported killed in the 1942-43 season.

Already preparing for a record season in 1946-47, the commission in a recent meeting authorized Director I. N. Kennedy to purchase 20,000 pair of quail at the close of the current season. These birds

(Continued on page 27)

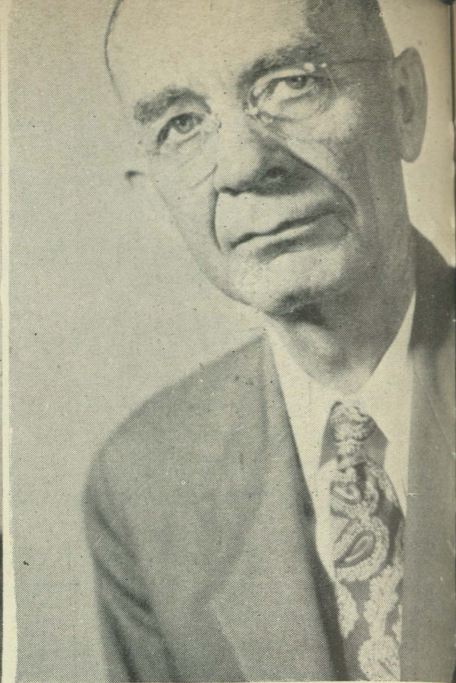




L. G. Bruce



L. G. Morris



J. W. Corbett

Game And Fish Commission . . .

IN NOVEMBER 1942 the citizens of Florida voted into being a constitutional body fully empowered to serve as protector of the State's abundant wildlife resources—the Game and Fresh Water Fish Commission.

Although the commission had been in existence since 1935, the 1941 legislature adopted a constitutional amendment which when

ratified made the commission a part of the executive department, as permanent a part of the State organization as the treasurer or comptroller.

The new commission is composed of five nonsalaried appointees of the governor, who serve staggered terms of five years. One commissioner was appointed from each congressional district as they existed on Jan. 1, 1941.

Commissioners serving today are the same as in January 1943, those whose terms expired having been reappointed. They are: L. G. Bruce, Bartow, first district, chairman; Lester Varn, Jacksonville, second district; L. G. Morris, Monticello, third district; J. W. Corbett, Fort Pierce, fourth district, and John S. Clardy, Ocala, fifth district.

I. N. Kennedy of Tallahassee, veteran of 17 years conservation work, was elected director to serve as the commission's administrative and executive head. Formerly he had served as executive secretary under the old commission.

The new commission has the authority to adopt and enforce game and fish laws, and to initiate game management programs, to regulate the manner and method of taking, transporting and storing and using birds, game, fur-bearing animals, fresh water fish, amphibians, etc.,

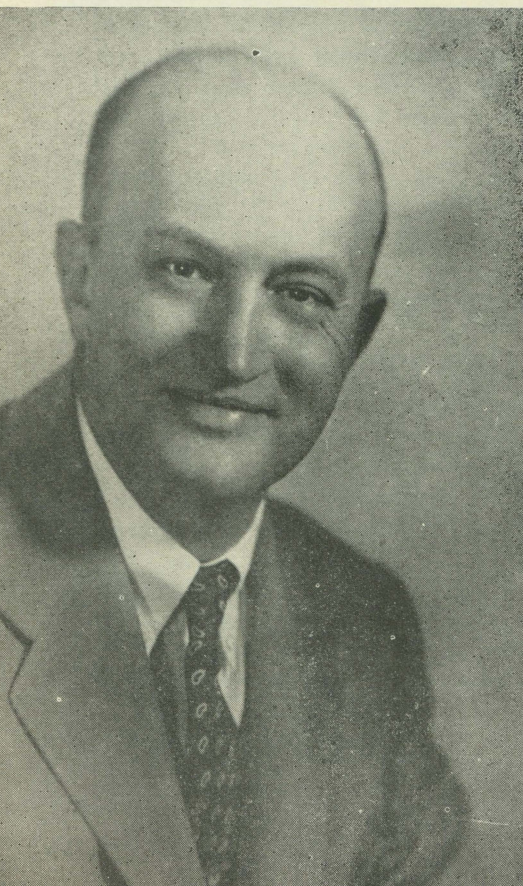
without waiting for legislative sanction.

In short, those persons who are experts in Florida's wildlife needs could aggressively carry on the program without the delay necessitated while waiting for the biennial legislature.

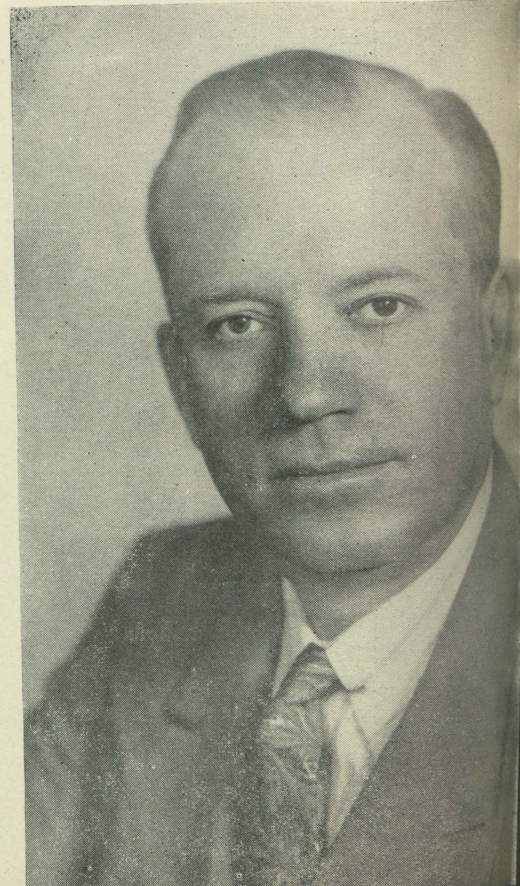
To assist the commission with its tremendous program is a small

(Continued on page 28)

Lester Varn



John S. Clardy



Conservation Officers ...

WHEN THE annals of conservation history are written, a special chapter should be devoted to an unsung hero—the conservation officer.

During past years the conservation officer has been maligned in cartoons as a booted, lanky, hawk-nosed individual or a beefy character lurking in the shadows to pounce on the unwary sportsman. Or referred to disparagingly as a “Catfish Cop” or “Possum Police.”

However, today thanks to enlightenment, a good sportsman looks upon the conservation officer as a good fellow and the salt of the earth, and welcomes a license check or a friendly chat. What a poor sportsman thinks won't bear repeating.

Florida today has about 120 conservation officers. They were carefully selected on a basis of their knowledge of wildlife, the territory in which they will serve, their character and their training.

There is one chief conservation officer in each of the five conservation districts. They are: First district, D. F. Smoak; second district, Lester Mikell; third district, Ben H. Cox; fourth district, Earl J. Ricou; fifth district, C. J. Finley.

While law enforcement is their principal duty, a good conservation officer must also be something of a botanist, naturalist, trapper, de-

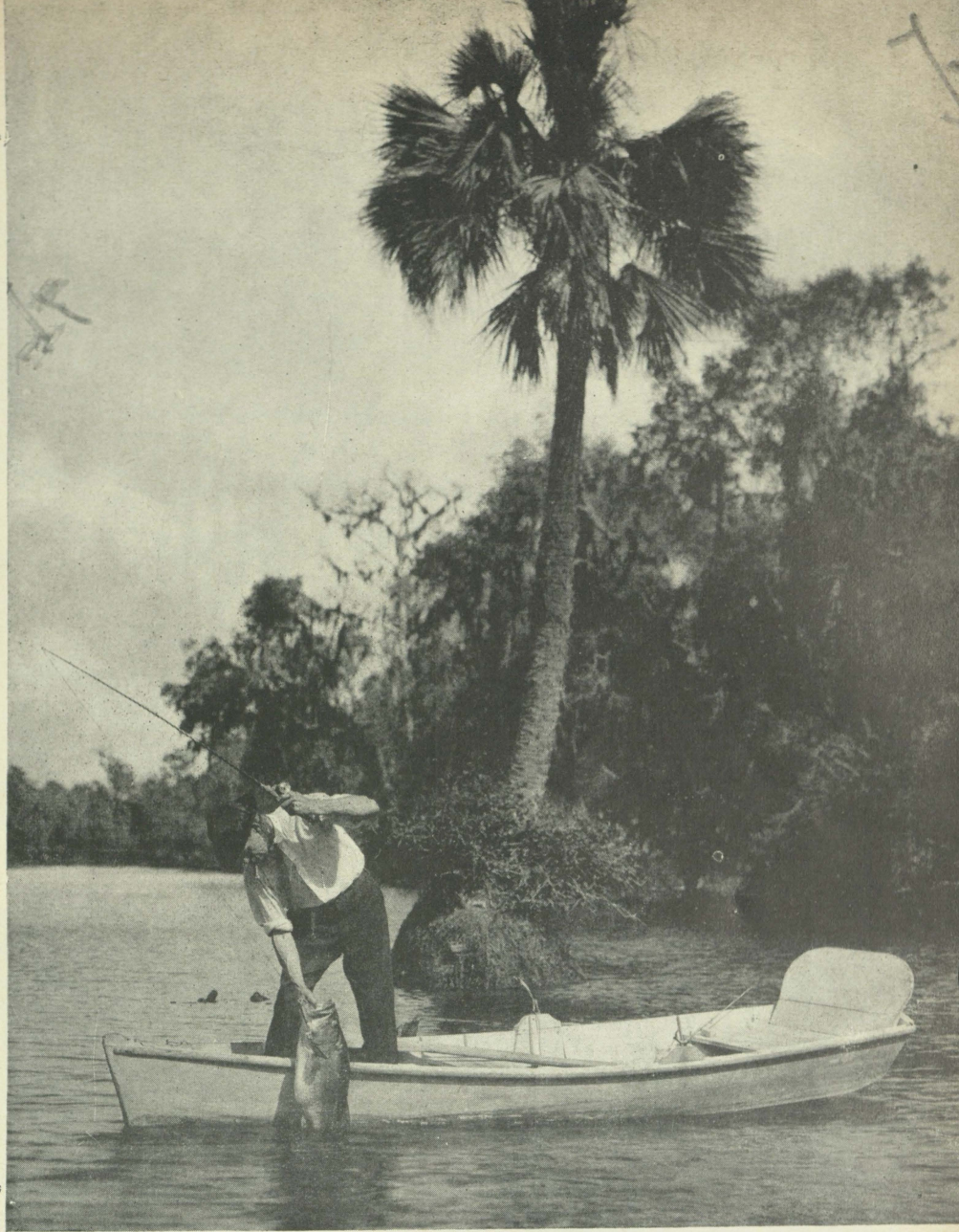
tective—“to say nothing of a philosopher who diplomatically clucks his tongue at the right moment when sportsmen bend his ear with

details of how the big ‘un got away’.”

Conservation officers represent the Game and Fresh Water Fish Commission in their areas before sportsmen's organizations, in assisting local conservation clubs, appearing before educational institutions, eliminating predators and restocking game life. In effect, these men have a year around job.

During one six-month period one officer reported killing of 124 fox, 9 wildcats and 11 skunks. The “C-men” maintain a constant vigil against “fire-hunters”—poachers using electric lights. Doe deer are attracted by bright lights and wander to within easy killing range. And the present cost of replacement deer is \$90 each.

(Continued on page 27)



Conservation officers trapping and boxing quail in the Fourth district. Quail later will be liberated in hunted over areas.

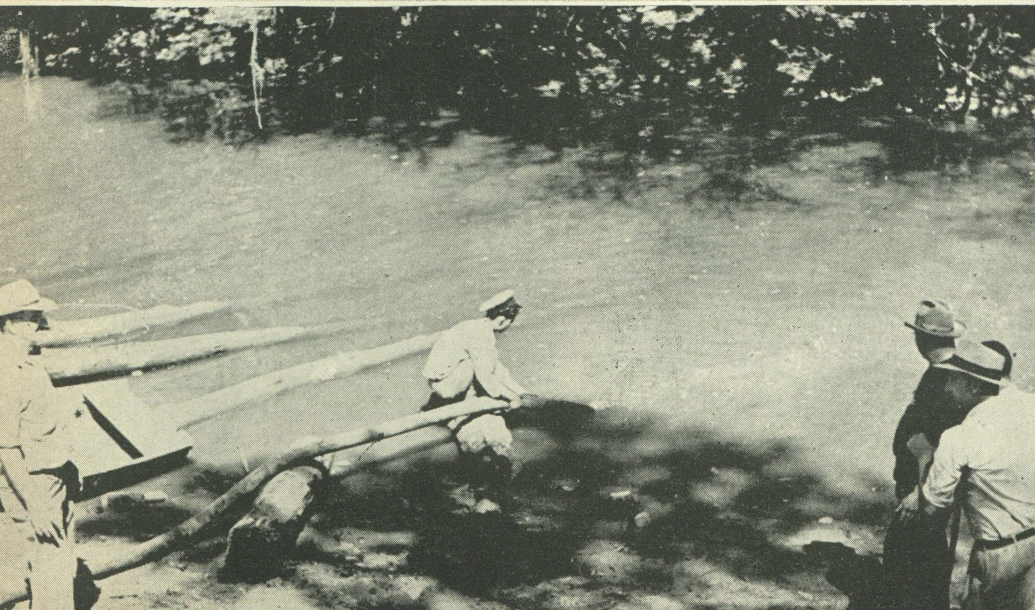
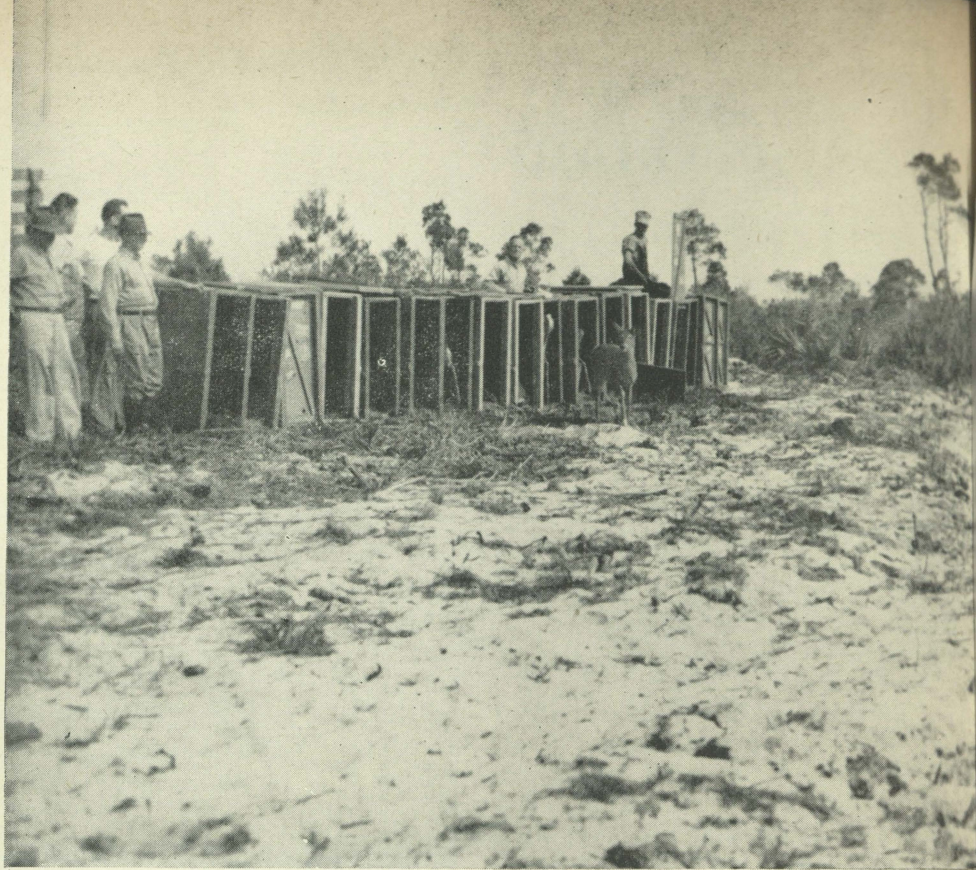


Game Restocking

FLORIDA IS a fortunate State. She numbers among many natural assets an abundant supply of fish and game to pique the interest of sportsmen the country over.

But it's a major responsibility of the Game and Fresh Water Fish Commission to see that the supply of game remains plentiful. With an increase of hunters and fishermen during past years, exclusive of war years, that is no small task.

With an intelligent and far-sighted outlook, the commission has founded and pursued a game



re-stocking program—often against heavy odds—which has attained results little short of amazing.

To keep the State's plentiful supply plentiful, the commission follows a two-fold plan: the restocking of game and fresh water fish lost through hunting or to the forces of nature, and secondly, the setting up of sanctuaries, refuges and reservations where game and fish can propagate, protected from hunters and anglers.

The quail is Florida's most important upland bird. Efforts to introduce chukars and Cuban guineas as well as pheasants met little or no success. About 7,131 new covies of quail were added in the past two years to those already in open area. Here's how that's done. At the close of the hunting season each year conservation officers enter closed areas and trap quail to break up covies. A few pair are liberated in the trapped areas to carry on, then others are paired

Pictured above are deer in shipping cages arriving for use in the restocking program. These are Virginia whitetail deer.

Thousands of fingerlings spurt into the Escambia River when the Commission's tank truck restocked there in August 1945. Use of the mobile equipment enables rapid restocking over large areas.

FLORIDA HIGHWAYS

and liberated in other areas where they infuse new stock for the coming season. A total of 14,263 quail were trapped during the past two years.

The commission's quail hatchery in connection with the game farm at Holt was closed during the war but may be resumed in the future. Likewise, the cooperative quail-habitat restoration project with 500 landowners participating was postponed during wartime but holds such promise that the commission hopes to reinstate this plan.

With funds granted under the Pittman-Robinson program, the commission has acquired tracts ranging from 600 to 60,000 acres for game breeding grounds. In Charlotte County, the commission has now acquired more than 55,000 acres with a view to running the State-owned acreage there to 64,000 acres in a five-year plan. This will be used principally as quail breeding grounds. At the end of the program the area will become a public hunting ground under game management. A similar program is slated for tracts in Marion and Lake Counties.

Intensified restocking has virtually erased the effects wrought in the deer population by six years of deer killing under the State Live Stock Sanitary Board tick eradication program. Ticks had been playing hob with Florida cattle and deer were supposed to aggravate the situation. More than 6,000 were removed under a legislative act.

Photo by Forrest Granger, Tallahassee



Photo by Forrest Granger, Tallahassee

The 1941 and 1943 sessions of the legislature voted \$50,000 each for restocking deer killed in the tick eradication work. This work is complete in Orange, Osceola, Glades and Highlands Counties and restocking is progressing rapidly. The tick eradication was completed in Collier and Hendry Counties in January and restocking is well underway there.

Although Virginia whitetail deer have been difficult to obtain, the commission has brought 440 replacements to Florida at a cost of \$90 each. A deer corral is main-

tained at Holt, with an estimated herd of 60 deer at present.

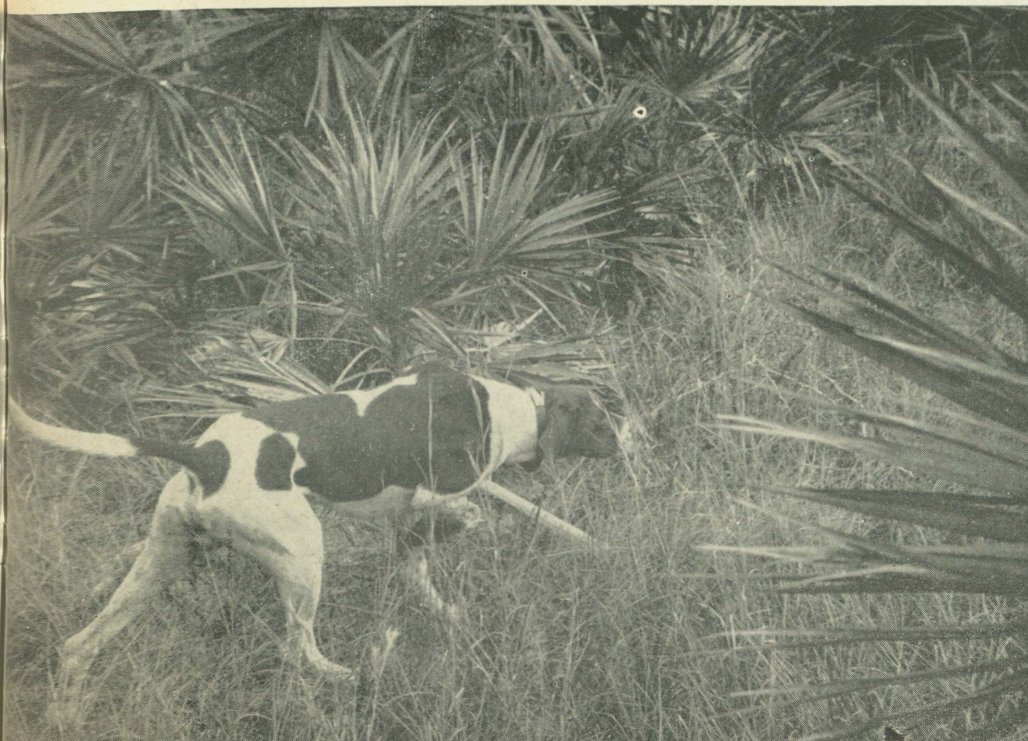
Florida boasts of being one of the few remaining States where the pure strain of bronze wild turkey is found. Hence, the commission has not imported alien strains for restocking. Rather this is accomplished through proper protection of those already here.

Use of modern equipment has enabled the commission to maintain a good supply of fish in most of the State's 225 rivers and over 30,000 lakes.

A mobile tank truck pulls up to a lake or river and a fire hose is uncoiled. Thousands of fingerling spurt into the waters to become targets for anglers.

From the commission's fish hatcheries at Holt and Winter Haven, and a Federal hatchery at Wewahatcha more than seven million fingerling have been placed in fishing waters. Fish from another State hatchery at Wewahatchka are turned into Dead Lakes in Gulf and Calhoun Counties.

The next time you come in with a fine string of bass, the bag limit of quail or an 8-point buck, remember, it wasn't all due to your hunting or fishing prowess—the Game and Fresh Water Fish Commission probably lent an unseen helping hand with their long-range restocking program.



Game Regulations

FLORIDA'S 1945-46 hunting season will open officially on November 2 for taking of ducks, geese and coots and on November 20 for taking of buck deer, turkey, quail, squirrel and dove—if you are lucky enough to have ammunition.

In an official meeting on Sept. 17, the Game and Fresh Water Fish Commission adopted rules and regulations governing the forthcoming hunting season and amended existing laws covering hunting and fishing in the State.

Hunting, the commission ruled, will be allowed on November 20, Thanksgiving Day, Christmas Day and New Year's Day. Of course,

killing of doe deer or pheasants is strictly prohibited at all times. Likewise, shooting quail on the

ground is unlawful, not to mention unsportsmanlike.

The Ocala National Forest will be open to deer hunters from November 20 to December 20 except on Mondays, Wednesdays and Fridays of each week. And a special hunting license in addition to the regular permit is required. Cost: \$2.00 for persons under 18 years of age, \$5.00 to all others.

The disciples of Isaac Walton face few handicaps to their piscatorial pursuits with the lifting of gasoline rationing and the imminent termination of tire shortages.

Due to the continued abundance of fresh water fish, there are few changes for the 1945-46 season. Licenses are not required of residents of the State to fish noncommercially with three poles and lines in the county of their legal residence. However, use of more than a single pole and line at any one time elsewhere in the State is prohibited. A license is required for rod and reel fishing anywhere.

Residents 65 years of age or older and youths under 15 are exempt from State licenses. Otherwise it's \$2 for resident's license to fish outside the county of residence. Out-of-State fishermen pay a \$7.50 fee, or \$2.25 for 10-day continuous fishing privilege.

March and April of each year is closed season on black bass. Jackson County is closed to the taking of all fresh water fish during the months of March and April of each



year. Gulf and Bay Counties are closed to the taking of all fresh water fish from midnight March 14, to midnight, June 14, of each year. All the fresh waters including Dead Lakes in the area lying east of State Road 6 from Scotts Ferry in Calhoun County to the Gulf-Calhoun County line are closed to the taking of all species of fresh water fish from midnight, March 14, to midnight, June 14, of each year.

Pole and line, rod and reel, bob, spinner, troll constitute legal methods of taking. Trot lines baited with cut bait are permitted for commercial fishing for catfish except in the waters of Lake Weir and Little Lake Weir in Marion County and those lakes located within and adjoining the city limits of Winter Haven, Polk County.

The day's bag limit to the person is: Black bass 8, speckled perch 20, jack 15, pike 20, bream 20, shell cracker 20, warmouth perch 20, red breast 20, other species of bream 20, mixed string 25. The day's bag limit to the boat is: For

one person, same as to the person above, for more than one person, double the number allowed for one person regardless of the number of persons fishing from any one boat.

Although the men returning from the Pacific area will remember dynamite as a very profitable method of procuring quantities of fish it is unlawful in the streams and lakes of Florida. As is the use of net, basket, trap, and gig.

Because alligators, which are so useful in the control of predators, are rapidly disappearing from the waterways of Florida killing or capturing them is now prohibited in the following counties: Indian River, St. Lucie, Okeechobee, Hardee, Manatee, Sarasota, DeSoto, Highlands, Martin, Palm Beach, Glades, Charlotte, Lee, Hendry, Broward, Collier, Monroe, Dade. Also Lake Weir, Little Lake Weir and the Oklawaha River in Marion County.

The months of March, April and May are closed season for alligators. In addition all alligators less



than four feet in length must be returned.

In the table at bottom of page is carried information relating to hunting restrictions in Florida's five congressional districts. Hunters are advised to study the open days allowed for hunting of game listed in the heading to prevent unintentional violation of district regulations.

REGULATIONS FOR THE 1945-46 HUNTING SEASON

	Buck Deer and Turkey	Quail and Squirrel	Dove	Duck, Geese and Coot	Marsh Hen
Season	††Nov. 20 to Jan. 1	*Nov. 20 to Feb. 15	†Nov. 20 to Jan. 18	†Nov. 2 to Jan. 20	Sept. 15 to Nov. 20
Day's Bag	1 1	12 15	10	**10 2 25	20
Season's Bag	2 3				
First District	Hunting prohibited Monday and Tuesday. Charlotte, Glades, Hendry, Highlands, Lee Counties closed to deer. Hernando County closed to turkey.	*Season closes January 31. Hunting prohibited Monday and Tuesday.	Hunting prohibited Monday and Tuesday.	Hunting permitted every day.	Hunting permitted every day.
Second District	Hunting prohibited Monday, Wednesday and Friday. Gilchrist County closed to deer.	Hunting prohibited Monday, Wednesday and Friday.	Hunting prohibited Monday, Wednesday and Friday.	Hunting permitted every day.	Hunting permitted every day.
Third District	Hunting permitted every day.	Hunting permitted every day.	Hunting permitted every day.	Hunting permitted every day. †Season opens November 20 on Lake Miccosukee, Jefferson County, on Lake Iamonia, Leon County.	Hunting permitted every day.
Fourth District	Hunting prohibited Monday and Tuesday. Monroe County closed to Key deer. Collier County closed to deer.	*Season closes January 31. Hunting prohibited Monday and Tuesday.	November 20-January 18 hunting prohibited Mondays and Tuesdays. Season in Dade and Monroe Counties—October 1-31 ONLY, with hunting permitted every day.	Hunting permitted every day.	Hunting permitted every day.
Fifth District	††Season on deer—November 20 to January 1. ††Season on turkey—November 20 to January 31. Hunting permitted every day from November 20-November 30. Hunting prohibited Mondays, Wednesdays and Fridays during remainder of season.	Hunting permitted every day from November 20-November 30. Hunting prohibited Monday, Wednesday and Friday from December 1 to February 15.	Hunting permitted every day from November 20-November 30. Hunting prohibited Monday, Wednesday and Friday from December 1 to January 18.	Hunting permitted every day.	Hunting permitted every day.

Assume State Positions.

ASSUMING IMPORTANT State posts are three men well known over the State—Roy C. Beckman, Florida's new advertising director whose appointment was announced by Gov. Caldwell in September; Capt. H. P. Coloney, who will take over as chief engineer for the State Road Department Nov. 1; and Lt. Col. H. Neil Kirkman, who has taken up his duties as director of the Florida Highway Patrol.

Roy C. Beckman

Roy C. Beckman, U. S. Department of Agriculture publicist, will be director of Florida's new \$500,000 a year State advertising program.

Governor Caldwell, chairman of the Advertising Commission, announced Beckman's appointment September 24. He came to Tallahassee from Washington to assume his duties on October 8 at a salary of \$7,500 a year.

The new advertising director was chosen by the commission after more than 30 applications for the position had been considered. The announcement was withheld, however, pending a further check of his references.

For three years, Beckman has been head of the features and visual unit of the Agricultural Adjustment Agency, in charge of the publicity campaign to increase war-

time food production.

He told the commission his magazine articles, pictures, bulletins, posters, cartoons and motion pictures in the campaign had a circulation of more than 75,000,000 last year.

Before joining the Department of Agriculture staff, he was with the Navy Department for a year.

Beckman, a former Pacific coast newspaperman, was publicity and advertising director for the Oakland, Calif., Chamber of Commerce. He helped plan and publicize the San Francisco World Fair, conducted the Biltmore Bowl campaign for the Los Angeles Biltmore Hotel, and was national publicity director for Arizona's "Land of the Sun."

He is a former member of the Pacific advertising staff and is the author of several articles and a historical book.

Governor Caldwell said the Advertising Commission "selected the man we thought was best qualified to do the job of telling the people of America about Florida."

"The commission's judgment has been verified by uniformly favorable responses to inquiries made to 20 or more officials of the national news and picture services, advertising executives and governmental and civic officers who have personal knowledge of his successful career and of his integrity and ability," the governor added.

Captain Herndon P. Coloney, USNR

Capt. Herndon P. Coloney of St. Petersburg, a former State Road Department assistant engineer who commanded Navy Seabee units in the South Pacific, will become chief of the Florida highway engineer staff on November 1.

He will succeed J. H. Dowling, who resigned as chief engineer for the State Road Department after nearly 20 years of service.

Capt. Coloney was born in Denver, Colo., October 26, 1893, attended grade school there and was graduated from East Denver high school.

He moved to Bradenton April



Roy C. Beckman

1912, where his father, Myron H. Coloney, engaged in citrus culture until his death in 1940 and where his mother still lives. From 1912 to February 1916, he followed grove and farm work with his father and then enlisted in the U. S. Navy as apprentice seaman. He served aboard the U. S. S. Wyoming in the 6th Battle Squadron attached to the British Grand Fleet

Captain Herndon P. Coloney



Lt. Col. H. Neil Kirkman



and saw service in the North Sea from the winter of 1917 to the surrender of the German High Sea Fleet November 28, 1918. He left the Navy with the rank of turret captain, first class.

In the fall of 1920 he entered the Colorado School of Mines, from which he was graduated in 1925 with the degree of civil engineer. He was a member of Beta Theta Pi, social fraternity, and Tau Beta Pi, scholastic fraternity and served as president of both.

He married the former Miss Mary Adore Cramer of Denver in 1923 and returned to Florida in 1924.

He engaged in engineering in Manatee County until August 1930, when he became project engineer of the State Road Department at Lakeland. In 1938 he became assistant division engineer and served until December 1938, when he went on active duty with the Navy in which he had held the reserve commission of Lieutenant (jg) since 1930.

From December 1938, to September 1941, he was assistant public works officer at the Naval Air Station, Pensacola, supervising the construction of Saufley and Ellyson Fields and much of the building and other construction at the main station. He was ordered to Corpus Christi as assistant public works officer at the Naval Air Station and remained there, supervising much of the building construction and all maintenance work on the main station and outlying fields until August 1943, when he was ordered in charge of the 139th U. S. Naval Construction Battalion.

He later became commander of the 5th Naval Construction regiment at Espirito Santo, South Pacific. He saw duty in the invasion of Green Islands, the Admiralty Islands where the 5th regiment constructed the major portion of the Naval base on Manus. He was detached in December 1944 to the staff of the commander of construction troops at Pearl Harbor, took part in planning for the invasion of Okinawa and landed there with the assault.

On Okinawa he served as operations officer in planning and coordinating the construction work for Commodore Bissett, USN, com-

mander of all Army and Navy construction troops, numbering more than 40,000 naval construction troops.

He returned to the United States in September 1945, after 21 months in the Pacific.

His elder son is Pvt. Wayne Conoley, who enlisted in the Army in 1943 and served overseas as a tank driver and gunner in the 12th Armored Division, which spearheaded the drive to the Rhine. His younger son, Warren Conoley, attends St. Petersburg high school, where Mrs. Conoley has made their home since leaving Corpus Christi.

Lt. Col. H. Neil Kirkman

H. Neil Kirkman, new director of the Florida Highway Patrol, assumed his post immediately upon leaving the Army with the rank of Lieutenant-Colonel. Colonel Kirkman, who was born in North Carolina in 1892, attended the University of North Carolina. He came to Florida in 1912 and has maintained a permanent residence in Putnam County since 1916. He was engaged in the construction business many years, especially in the building of bridges.

Colonel Kirkman's first military service was in 1916 when he entered the Army as a private. He was discharged at the end of World War I as a First Lieutenant. He stayed in the Army Reserve and by 1933 had attained the rank of Major, under which rank he commenced service in World War II. He served in Europe during both wars totaling 38 months overseas. During World War II he was an United States district engineer in Europe constructing bomber stations, fortresses and warehouses.

Florida's highway patrolmen were described as the State's greatest goodwill ambassadors by the new director, who declared that "Florida should and must continue to have the best highway patrol organization in the United States because of the varied out-of-State visitors with whom they come in contact."

He predicted that Florida will enjoy a winter season "typical of pre-war years" with gasoline off the ration list and new automobiles beginning to roll off assembly lines.

Kirkman, who was director of the State patrol when it was under direction of the State Road Department until Dec. 1, 1939, said he plans "no changes of any consequence" in the present personnel or operational set-up of the State-wide functions of the patrol.

He said there are about 40 former highway patrolmen now in the service and that they will be taken care of when they return, provided they had served their probationary one-year period and had written leave of absence to enter the services.

Five discharged veterans of World War II have recently returned to the patrol, Capt. Olin Hill, former acting director said. Hill now is executive officer. He held that position until he was named temporary director when J. J. Gilliam resigned the post recently.

Director Kirkman entered the service in 1940 and was in bases in Georgia and Alabama and then went overseas as a district engineer in 1942. He returned to the States in February 1944 and since then has been with the corps of military police in Washington.

He is a charter member of the American Legion of Florida and is past departmental commander. He is also a former member of the Rotary Club of Palatka. His one son, Neil, Jr., is at present attending Georgia Tech. Mrs. Kirkman, who is an able writer and accomplished violinist, will live in Tallahassee with Colonel Kirkman.

The Florida highway patrol has divisional offices in Lake City, Bartow and Ft. Lauderdale and district offices in DeLand, Chipley and Ft. Myers. In the State it maintains 13 radio relay stations and has a network connection with others all over the Nation.

Marshes and prairies are the two treeless, wet soil types of vegetation which cover large areas in southern Florida. Salt water and brackish water marshes and prairies also occur near these inland fresh water grasslands from which they cannot be distinguished without careful observation. Nearly all Florida coastal areas have both fresh and brackish water marshes and prairies adjacent to each other.

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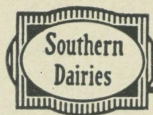
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County Activities and Personalities...

REALTORS IN Hillsborough County have asked the county commissioners to establish a county zoning commission. The appeal was based on anticipation of a building boom, particularly in the area adjacent to the city limits, following the lifting of government building restrictions.

■ Pinellas County commissioners have received complaints that the electric wiring being done in houses and other buildings at the beaches is faulty. One power company declared that in many cases poor wiring constituted definite fire hazards.

■ The resignation of Bleeker Forbes, Escambia County probation officer, was accepted by the Escambia County board of commissioners at a recent meeting. Mr. Forbes gave ill health as his reason for resigning. He has served in the post for 10 years.

■ County Commissioner Preston B. Bird of Dade has asked Congressman Cannon to make efforts to obtain two hundred trailers from the Federal government for the purpose of housing any workers brought into south Dade County for the emergency created by the storm devastated groves and crops.

■ Members of the Orlando Retail Merchants Association plan a meeting with the Orange County commission on the subject of a central public rest room in Orlando and more adequate parking facilities.

■ Pahokee Rotarians at a recent meeting heard County Commissioner Paul Rardin describe various expenditures of the Palm Beach County commission. Rardin declared that he was seeking much more new equipment for the Glades district road department.

■ Funeral services were held September 13 for Thad C. Bryant, Sr., for many years a member of the Alachua County board of commissioners. He died in Gilchrist County where he had resided for some time.

■ St. Lucie County, through its board of commissioners, has accepted a bid for the purchase of a new county fire truck.

■ Flagler County commission, at a recent public meeting, heard preponderance of opinion that the county should spend up to \$100,000 in order to assure the commencement of the proposed barge canal across Flagler County. The county's expenditures would be for bridges, rights-of-way and spoil areas.

■ Gilchrist County commissioners have issued warnings that it is unlawful to discharge fire arms in that county on Sunday. Hunters are being warned that the law will be enforced and specific instructions have gone to the sheriff's forces on the subject.

■ Polk County commissioners disapproved the application of the Winter Haven Golf Club, Inc., for a license to sell liquor to members and nonresident guests only. The members of the board said it was not within their jurisdiction to grant such request since Polk County is legally dry.

■ Henry F. Lillienthal has resigned as acting county attorney in Palm Beach County. His post was filled by Colonel Harry A. Johnston, former county attorney, who has been on leave of absence with the Army for four years.

■ The Florida Power building in St. Petersburg has been offered the Pinellas County board of commissioners for \$290,000. Purchase of the building would be for use as a branch courthouse in St. Petersburg.

■ Pinellas County commission districts have been shuffled. The change is effective January 1. One of the principal changes is the removal of Clearwater Beach from the present Dunedin district to District 3, Clearwater.

■ A government-sponsored program for the control of an insect plague was started in Broward County with farmers receiving poison to be used in the control of mole crickets. The control program was inaugurated by the county commissioners who presented a resolution to the government asking for a survey of the increasing damage to young plants caused in

that county by the pest.

■ Hardee County commissioners considered giving some help to the community building at Wauchula after hearing a report on the dilapidated condition of the building's facilities. The commissioners were asked to include in their budget funds for the improvements.

■ Dade County commissioners, to help guard the well field at Miami Springs against salt water infiltration, have approved a proposal to raise the water level in the Miami canal to Pennsuco bridge to three feet.

■ A group of civic leaders appeared before the county commission at Fort Myers recently and urged revival of the Southwest Florida Fair. This was a major attraction before the war. The group was asked to confer with Carl Heuck, county agent, within the next two weeks to determine how much of a problem it would be to get up exhibits.

■ Marion County commissioners have adopted a resolution endorsing leasing of land for a plant manufacturing concrete products. The industry would be located at Ocala and is now awaiting the city council's action on the application for lease of a piece of property located on Lemon Avenue adjacent to the airport.

■ Citrus County Commissioner Norman P. Savary has announced that it is planned to immediately commence excavation under the county courthouse for the purpose of creating additional office space for county officials.

■ Lake County commissioners have certified the appointment of James Hunter, Tavares attorney and former Lieutenant in the Navy, as Lake County service officer. He will receive compensation in amount of \$2,400 per year. The appointment is for one year.

■ Monroe County, to insure the availability of someone familiar with voting machines, has sent Franklin Archer to Jamestown, N. Y., for a course of instruction. The machines purchased by Monroe

(Continued on page 32)



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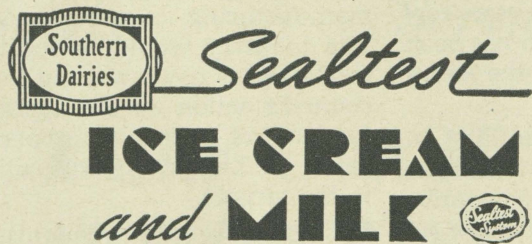
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IT HAPPENED IN FLORIDA . . .

(By Julia Rehwinkel of the Florida
Highways staff)

BETTY PIERCE and Helen Harris of St. Petersburg have the unusual hobby of collecting snakes and recently captured an indigo snake. During the summer they were employed as junior park naturalists at Hillsborough River State Park.

★ A real live Wauchula boy was auctioned off to the highest and best bidder during the American Legion rally held in the Wauchula city hall on the night of October 1. Col. A. C. McNurlen of Umatilla, who did the auctioning is said to have the endorsement of leading youth directors all over the Nation.

★ The W. B. Deland family of Miami awoke on a recent morning to find that a monkey-faced grey owl had dropped in on them sometime during the night and was having a hooting good time flying a course through the downstairs rooms. The owl apparently had fallen down the fireplace chimney since his sooty footprints were prominent on the upholstered furniture.

★ Setting the clocks back an hour caused many mix-ups. In Dunedin, a bus driver, who had set his clock ahead an hour instead of turning it back, showed up for work two hours early. A church member, forgetting to set her clock back, arrived at church an hour early. Bus passengers going through Clearwater wondered whether they had set their clocks back on the wrong day since the downtown clocks there had not been set back.

★ The weary proclamation authors in Florida, as in the other States, must be glad October is over. The week of Oct. 7 to 13 alone was proclaimed for observance of: National Optimist Week, National Needlework Guild Week, National Fire Prevention Week, National Business Women's Week, National Employ the Physically Handicapped Week.

★ Acting Municipal Judge Spoto

of Tampa threw a case out of court because an agreement couldn't be reached as to just when kissing becomes indecent.

★ A certain Tampa man must have had a very red face one day recently. He took home a big cat and two small kittens—all waifs at the Humane Society of Hillsborough County—became worried because the cat refused to nurse the kittens and called the Humane Society. Investigation by the Society proved the supposed "mother" to be a tomcat.

★ Tampa's worst casualty of the war came home recently. He is marine corporal Paul Straub, greatest fullback in University of Tampa football history. Paul left both his legs on Guadalcanal and has a lame right hand, but you'd never know it from seeing and talking to Paul. He has one more year of college and says "When I get my degree, I'm going after a high school coaching job in Florida and I'll get it, too!" With that spirit, how could he miss?

★ The 13-year-old mother of a 6-months-old baby is back in the sixth grade of a Tampa elementary school. Married to a 19-year-old serviceman, now overseas, and brought into juvenile court last July on a charge of being drunk, the girl said she was married a year ago and falsified her age to get a license.

★ Orlando is said to have the tallest radio repairman in the country. He is Hi Johnson (born Gunnar Erwin Johnson-Barda), seven feet six inches tall, who sleeps in an eight and a half foot bed, pays \$45 a pair for his specially made size 26 shoes, can't buy gloves to fit his hands, and has to splice a couple of sheets together to keep his toes warm nights.

★ The Duval board of county commissioners have been trying to untangle a perplexing piscatorial problem. One side of the Hecksher Drive bridge over Dunn's Creek is being used for fresh water fishing

and the other side for salt water fishing. Those who use a rod and reel must have a license to fish in fresh water, but salt water fishermen do not. Game and Fish Warden J. Albert Williams wants the board to determine which side of the bridge is over fresh water and which over salt water.

★ St. Petersburg had its first multiple divorce when Circuit Judge Victor O. Wehle granted a divorce to Equilla Mickins, negro, separating her from four husbands she had married successively without observing the custom of getting a divorce or calling the undertaker.

★ A Pensacola man was fined \$25 and costs in municipal court on charges of breaking into the city pound to release his dog. Incidentally, when he broke the door of the pound open, he released 100 other pooches.

★ The Tallahassee Chamber of Commerce received an unusual request. A little boy from way up North requested two coconuts—he wanted to see what one looked like when it was good to eat and how one looked when it was growing on the tree. The Ft. Lauderdale Chamber of Commerce cooperated by fulfilling the boy's desires.

★ Seasons mean nothing to the dogwood tree at Joe Pittman's home in Jacksonville. It bloomed in the middle of September last year and again this year.

★ Visitors to the State supreme court building in Tallahassee were amazed to see a crabapple tree full of blossoms in late September.

★ The monastery built in 1141 by King Alphonse VII of Castile for the Cistercian Monks of Segovia, Spain, and said to be one of the most perfect examples of Gothic-Bysantine style extant in the world and the oldest structure in the Western Hemisphere, is to be brought to Florida. The Florida State Bureau of Publicity has acquired the edifice and is in process of selecting a site on which to reassemble the monastery and reproduce the cloister gardens as a monument of world-wide interest.

★ An old family diamond purchased in St. Petersburg more than a quarter of a century ago solved the housing shortage for a Tampa

(Continued on page 35)

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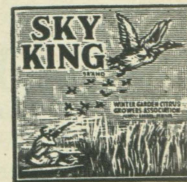
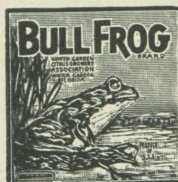
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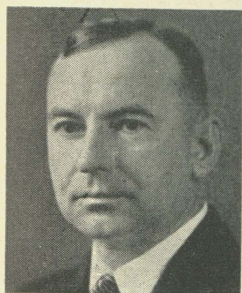
FLORIDA



FLORIDA FOURTH ESTATE

State Senator Barringer Was Able Public Servant

FLORIDA LOST a valued public servant and the educational field a good friend in the tragic death of State Senator Harrison E. Barringer of Sarasota, in the Lakeland airliner crash.



SEN. BARRINGER

Senator Barringer, an attorney, serving his first term in the senate, was a principal advocate of legislation increasing school teachers' pay during the last legislature. He handled the school bills as a member of Governor Caldwell's advisory committee on education, which prepared them. He also was a leading figure in south Florida's successful battle for legislative

reapportionment during the extraordinary session last spring.

Senator Barringer was highly respected in his home community, in his profession, and in public life.—Tampa Daily Times.

Costly Indifference

GOVERNOR CALDWELL wasn't far wrong when he told the Florida Horticultural Society this week that public indifference and petty politics were largely responsible for the defeat of his water control bill in the 1945 legislature.

There can be little doubt that enough pressure from the people who should be most interested would have given Florida a water control program that is so essential to its agricultural welfare.

Governor Caldwell had set his heart on the enactment of legislation which would make possible the conservation of Florida's vital resources and the setback he suffered in the legislature still rankles. But he made it plain to the horticulturists that he is not discouraged and that they will have another chance to get the program during the 1947 session.

Surely the vegetable and fruit growers and cattlemen will not have forgotten by that time the drought and flood losses they sustained this year. Cattle interests were generally credited with leading the fight on the administration water resources bill at a time when their stock was dying from a lack of food and water in drought-withered pastures. Now cattle are reported being lost from an excess of water in the very same area.

It is just such extremes that Governor Caldwell wants to eliminate. To do so would save Florida agriculture untold millions, as every grower must realize.

This is a matter about which nobody who has any stake in the State's welfare can afford to be indiffer-

ent. The price being paid for "petty politics and indifference" is entirely too high.

As evidence of his deep interest in the problem, Governor Caldwell is coming to Clewiston on October 19 to confer with interests concerned with better drainage of the Everglades. Everybody who has any ideas on that important subject will have a chance to be heard and from the meeting it is hoped that some sort of a beneficial program may be evolved.

Nowhere is there greater need for effective water control than in the Everglades and if the way can be shown there in the meantime, the governor obviously will have a strong argument to back up his State-wide program in 1947.—Palm Beach Post.

1950 World's Fair in Florida

MIAMI'S BID for the 1950 World's Fair should have the support of all sections of Florida because we all will benefit, in publicity and dollars from such an attraction.

Thousands of new visitors would be attracted to our State to see the fair at Miami and later to see other interesting sections of Florida, including St. Petersburg and Pinellas County.

Our suggestion is that the fair would be a 12-month event so as to channel through the State hundreds of thousands of summer visitors, too.

All of us who were at the Chicago Fair and later at the New York Fair remember how they attracted customers from every State in the Union and many foreign lands. Florida has the natural advantages to operate a World's Fair just as successfully.

The plan gained impetus this week when a committee conferred in New York with Mayor LaGuardia and Grover Whalen, president of the New York Fair. The Florida committee included Senator S. D. Clarke, president of the Florida senate who represented Governor Caldwell, Congressman Pat Cannon and mayors of east coast cities in the vicinity of Miami. The committee returned full of encouragement and is now working on plans to organize a whole Florida effort to make a 1945 dream a 1950 reality.—St. Petersburg Times.

Florida's Unexplored Wealth

PERMISSION TO the du Ponts to prospect for ilmenite in Florida reminds us that mineral has been mined near Ponte Vedra and Jacksonville for a number of years, as well as rutile and zircon.

Near Melbourne strip-mining of titanium has been under way on a small scale for several years, showing that Florida possesses a number of scarce minerals of growing importance (Continued on page 33)

Future Highway Development . . .

By C. W. PHILLIPS
Commissioner of Highways and Public
Works, Tennessee

AT NO TIME in the history of highway building could we better stop and take inventory of what has been done. The experimental age has ended and we are now in the beginning of a new period.

Roads have been called a symbol by which the progress of a community can be measured. "If there is any motion in society, the road, which is a symbol of motion, will indicate the fact." Today, without roads, commerce would be impossible and large cities could not exist; communities would be isolated, and complete interchange of ideas could not take place. Roads then are not only the sign of civilization—they are one of the chief means for its advancement.

Transportation is indeed the key to our social and economic life today. At no time in our history has this one word had a more significant meaning. War has brought to the forefront transportation by water; transportation by rail; transportation by highway, and transportation by air. There should be no controversy between one form of transportation and another. Each has a distinct place to fill. Water and air transportation are similar in that nature has both constructed and maintained their "roadbeds." In rail transportation, both the roadbed and equipment are constructed and maintained by private capital and use of the railroads is confined to those who pay the tariff. The position of highway transportation is unique in the field of transportation. Roads and streets have been built by the people by means of taxation through governmental agencies. When a road or street is built, it is dedicated to the public. It can be used freely by all the people or any number of corporate entities, whether they choose to walk, push a wheelbarrow, or ride in the most modern automotive vehicle.

Thus it can be seen that Federal, State and local governmental agencies all have a responsibility in this problem of highway and road transportation. But the original responsibility rests upon the people who place the officials in the various forms of government. This conclusion would therefore follow—that the solution to this highway transportation problem would depend upon two things—first, on the complete realization by the people of their primary responsibility, and, second, their absolute determination to rectify or improve this highway problem. When the people fully realize the importance of their responsibility, then the engineers who are responsible for the construction and maintenance of roads will be free to devote their whole efforts to bettering present road conditions.

The cause of good roads was given its greatest impetus by the advent of the automobile. No public funds were available for the promotion of this worthy cause, but because of the automobile, the desire on the part of the people to better their highways became the most forceful factor in stimulating the cause of good roads. They formed numerous local, civic, and road-minded organizations that fought for and helped governmental agencies get road-building started. The result of these efforts can readily be seen today. From 1910 to 1929, automobile registration doubled every two years. Highway development should have kept step with the development of the automobile. If the people today realized that some inertia in road use is needed, every phase of this vast highway transportation problem would be solved, and every stockholder in this enterprise would be drawing dividends in cheaper, safer and more comfortable transportation. In our mad scramble to get ahead or to keep up, it seems that we, whose job it is to build roads, have fallen to fighting or fretting among ourselves. Our problem is so grave

that we watch each other with so much eagerness to "hold on to" or grasp whatever is in sight that we are forgetting the integrated meaning of transportation.

Every mile of the vast system of roads and streets throughout the United States is used by some portion of the Nation's citizenship. Who can say what any mile of transportation on this system is worth to the individual using it? We should bear this in mind—that it is our problem to transport civilization from a stationary position to whatever point it wishes to go, as safely, as quickly, and as economically as it is possible to do so. Our problem applies to the most remote country road as well as to the most highly developed city street. The responsibility, therefore, for making efficient highway transportation possible rests upon Federal, State and local governments. But it is the degree of this responsibility that is so often the point in controversy. All agencies are so far behind in the development of an adequate present-day system that we have little time to look into the future and study possibilities as is done in private industry. Instead we must attempt to keep pace with industry and build first where traffic count demands.

Every citizen appreciates the improvements made, but he does not realize the factor of obsolescence, and particularly during this war era has this factor far exceeded that of improvement. What then are we to do? Are we to continue bumping heads hoping that some miraculous something will solve the problem? Most problems are not solved in confusion. Some straight thinking and planning are necessary. Unselfish thinking and planning on the part of every agency connected with transportation must be had, on the part of the user as well as the builder. Otherwise, we may find ourselves in a continuous fight against each other while other agencies step in

(Continued on page 40)

CONSERVATION OFFICERS

(Continued from page 13)

Thanks to the cooperation and increasing conservation mindedness of county officials, very few persons arrested by conservation officers escape punishment. During 1943 and 1944, 1,270 arrests resulted in 1,095 convictions and 140 acquittals with 35 cases pending. Compare this with 2,368 arrests in 1941-42, netting 1,962 convictions, 235 acquittals and 171 cases pending.

Hunting, fishing and trapping without benefit of license is responsible for more than one-third of all arrests. Following in order are possession of undersize fish, taking bass in closed season and netting in fresh water. Taking game in closed season caused 91 arrests during the past two years while hunting with unplugged gun and hunting on closed days caused 40 and 35 arrests, respectively.

Numerous public-spirited sportsmen throughout the State have volunteered their services to the commission as honorary game wardens. Those who meet the rigid qualifications are appointed and serve without pay but with full authority to enforce game laws.

The arresting fee and court cost is paid to the Game and Fresh Water Fish Commission, and during the past two years \$10,339.88 was realized from this source.

However, take it from them, the conservation officer had much rather be thought of as an aid to better hunting and fishing and as a friend rather than an obstacle to your hunting and fishing happiness.

HUNTING PROSPECTS

(Continued from page 11)

will be paired and liberated throughout the State.

Among other post-war aims which will improve the game and fish supply are the possible resumption of the quail hatcheries at Holt, the development of intensive breeding grounds in Charlotte, Marion and Lake Counties and setting up of game areas in the cattle district.

Foremost of the post-war aims affecting fishermen is an intensive drive to eliminate predaceous fish, especially the voracious gar, from State waters.

The State Game and Fish Commission adopted a resolution, effective immediately and enforceable as of October 1, 1946 prohibiting taking of fresh water fish from waters of the State of Florida by any means, except hook and line, rod and reel, bob spinner, troll or trot line.

This will mean a sorting-out process for commercial fishermen operating where fresh and salt waters intermingle and where such areas have been ruled open for commercial fishing by the legislature.

The State Game and Fish Commission settled question of hunting

in Ocala National Forest and this forest opens on November 20 for hunting. It remains closed on Monday, Wednesday and Friday.

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I. N. Kennedy

COMMISSION

(Continued from page 10)

administrative staff and more than 120 conservation officers who comprise the field force. Close cooperation is afforded by such important bodies as the State Board of Conservation, U. S. Forest Service, the adjoining State of Georgia, U. S. Fish and Wildlife Service, State Audubon Society, Florida Forest and Park Service, the U. S. Army, Florida Wildlife Federation and many others.

Biggest boost to the commission's plans was the Federal Pittman-Robertson grant, totaling about \$85,000, to be matched by approximately \$28,000 in State funds. But war activities caused a slash in the Federal fund and increased the commission's responsibility to find other methods of financing its work. War also cut down on the manpower needed to carry on varied work.

Despite these handicaps, results obtained by the commission have been gratifying. During the past two years more than seven million fingerling fish have been added to fishing waters, more than 7,000 new covies of quail were added to the existing population, and 440 whitetail deer were brought in to

begin replacement of those killed in the tick eradication program.

Success of the commission's work is further evidenced by lengthening of hunting season and increase of bag limits, and increasing interest of sportsmen. For example, back in 1936 only about 6,000 anglers—resident and non-resident—purchased fishing licenses. But as of June 30 last year, despite war and its tire and gas rationing, more than 80,000 fishing licenses were sold. Hunting licenses which have steadily climbed during past year dropped during the war years from about 66,000 in 1942 to 51,123 last year. This figure is expected to rise sharply with lifting of ammunition curtailment and tire rationing.

The commission's education program was somewhat hampered with loss of the educational director to the army. Fair exhibits which have vividly portrayed the State's wildlife also were discontinued. The commission's movie

"Our Heritage" is circulating and has been shown in at least five other States—12 times in Illinois.

Termination of the war has spurred plans and hopes for resumption of numerous projects curtailed or suspended during the war. Land development holds a high priority, as does elimination of predators, intensified quail breeding, deer restocking, operation of fish hatcheries and restocking of lakes and streams, broader educational programs, law enforcement and many others.

The commission is planning great strides forward, ever mindful of its great responsibility in accepting our rich heritage of wildlife resources, protecting, preserving, improving it through the years and passing it on to posterity.

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Death Stalks the Highways Since Gas Rationing Ceased

Traffic fatalities reached the grim total of 210 on the first Labor Day week end after four years of war, according to figures compiled the next day by a press association.

Such signs and portents clearly show that death will stalk our highways in the months to come. We must turn to the continuous preaching and practice of safety measures to keep down this ghastly and unnecessary toll of human life and limb. It will be months before new cars and new tires can replace the ancient vehicles and equipment now in use. It will take even longer to "build safety into the highways." Meanwhile, we must be careful!

Just what are the factors which are making our post war highways more dangerous than ever before? Reaction from restraint usually takes some violent form. With the gas rationing lid off, many drivers who have been "creeping along" at 35 miles per hour want to double that speed immediately without considering the condition of their cars and tires. "Whoopee! Fill 'er up and let's go!" Stated bluntly, the present day automobiles—all of them at least five years old, and their patched, worn, retreaded tires simply can't take it the same as when they were new. Result—disaster!

Then too, cars are fast coming out of hiding which is causing a decided increase in the volume of traffic. Accidents are usually in direct ratio to traffic congestion. Witness the fact that with the reduced traffic of war years, traffic accidents in general dropped off 40 per cent.

In the 15 year period beginning with 1927, traffic fatalities hit an all-time high in 1941 with 39,969 deaths. With the reduced traffic of war years, 1942 saw a drop in this tragic toll to 28,200 and a still further reduction in 1943 to 23,820. In 1944, conditions of cars and tires began to tell and the highway death list rose to 24,300. The first seven months of 1945 show a slight increase over the same period in 1944. With conditions as already discussed, what will the awful harvest of 1946 be?

Another thing to be borne in mind is the condition of our highways. It is always safer to drive over good roads than over those needing repairs, but with practically little new construction and very sketchy maintenance since 1941, few roads can be said to be in first class shape. Therefore the driver of the decrepit 1938 jalopy must include the highway in his margin of safety.

To the state of the cars and the highways must be added the human element. What about the driver who has become accustomed to low speeds

and limited trips because of the war emergency? He will have to readjust his driving technique to meet the changed conditions.

Consider too, the new generation of drivers who are not familiar with things as they were in pre war days. Remember that returning servicemen for months and years have driven under far different regulations or under no regulations at all. Many police and highway traffic departments have been affected by the manpower shortage and this does not help in maintaining safety standards. Not to be over looked is the pedestrian. He won't be expecting cars to approach at the higher speeds. These elements must all be taken into account in our attempt to prevent traffic accidents.

Then there is the relationship of one driver to another. Suppose the other fellow's brakes don't hold or his tire blows out. Perhaps he isn't used to the higher speed. He may be sleepy or intoxicated. Give him lots of room. Then on your own part, see that your own car, tires and brakes are carefully checked. Proper inflation is much more important in a retreaded tire, we are told. Bear in mind timing too. It takes twice the distance to stop at 50 miles per hour than it does at 35.

The American Road Builders' Association has been a pioneer in highway safety education and in advocating building safety into the highways.

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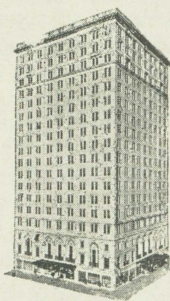
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Twenty years ago, it advanced a number of innovations in traffic design that would cut down traffic accidents. It made careful studies of specific traffic accidents to determine if the highway had been at fault, and if so, what might be done to prevent a recurrence. It favored the elimination of treacherous curves, grade crossings and natural and commercial obstructions to vision. It presented bulletins and reports on highway illumination, nonskid pavement, guard rails, ice control and other factors. Every possible highway safeguard was considered and evaluated.

The association has always been a strong exponent of safety education. In the middle twenties it conducted successful safety campaigns among school children. However, "building safety into the highway" seems to have outstanding advantages. Education must be repeated with each driving generation. Some drivers cannot be reached with safety propaganda. Others forget safety rules in a crisis. But given a broad, satisfactorily aligned, clearly marked highway, no grade crossings and long visibility, and the chances of accidents are reduced to a minimum from a standpoint of the road itself. Several elements of danger are thus removed.

Highways of the future can be made safe highways from the structural standpoint. Highway engineers are taking all safety factors into account just as manufacturers of motor vehicles are striving to make cars, trucks and buses as safe and "foolproof" as possible. The third ingredient is the driver. If he will show the same desire to avoid accidents as is shown by the road builder and the car maker, there is still hope for those who travel by automobile.

AN IDEA FOR FLORIDA

Motorists who traveled the highways and perhaps even the more interesting by-ways of this country during the summer, saw dozens of attractive rustic signs in as many States, which read simply "Roadside Table." Running on a hundred yards or more the roadside table would come into view, and nearly always a car would be parked in close proximity and a busy family group were getting the picnic lunch either on the table, or in process of "cleaning up" after a happy day in the open. The place chosen for the rustic tables and benches are always shaded and inviting, often quite a little park-like place has been made with several tables and perhaps a

stone grill for the convenience of picnickers who wish to enjoy outdoor cooking.

Coming back through Florida these signs are noticeably lacking, which seems a pity in a State where their use would be year 'round. To home folk and tourists alike roadside tables would be a popular innovation. The cost to the respective communities of putting them up would be small. At advantageous places on roads leading in and out of towns, and in spots about towns that lend themselves to picnicking, they would do much to help advertise the beauties of Florida. The Leader advocates Tarpon trying it out.

A few tables and signs would be an inexpensive experiment, one that might advertise the bayous about here to great advantage, for it is a truism that man is apt to look kindly upon a scene when his stomach is comfortably filled; a fact we noted after a stop at a roadside table. The grass had been green, the wooded hills lovely to gaze upon, but after doing justice to the lunch with which that particular roadside table had been laden, the grass looked like a mossy carpet and the hills a lusher green; it made one wish to own a cabin on that special spot. If it can do that to you with a mid-Western landscape, what charm would have the palm-fringed waterways about Tarpon to Northern eyes.

The Leader would like to see a lot of these roadside tables and benches dotting the road-scapes over Florida. It gives simple, inexpensive fun to families, bringing them to the outdoors, making them conscious of the countryside. All of which gives them a kindly feeling toward the town that makes this possible.—Tarpon Springs Leader.

Enough time was lost from farm accidents last year to have produced five bushels of wheat for each of the 137,000,000 persons in the United States.

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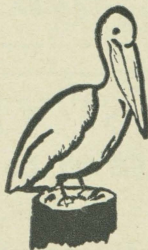
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E. B. 'RED' LORD

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He Will Treat You Right

Taxi 2288—Phone Taxi 2345

Recreation and Picnic Park Good Investment For Florida

The State of Florida made a beginning last week in a field of utmost significance. It was a little beginning but of vast potentialities. It was in the joint agreement of the State Park Service and the State Road Department to build a wayside recreational and picnic park.

If this one is received by the people with enthusiasm, both will go forward with an entire integrated network of them throughout the State road system.

The importance of the move lies in the fact that this is the first direct activity of the State to encourage the tourist business which produces the State's biggest income dollar. In fact, if one considers the building trade as a corollary of the tourist trade, it is a bigger dollar than all others combined.

Yet, despite the fact that the small county bloc depends for its bread and butter (gas, racing, liquor, cigarette taxes) on this same tourist dollar, it has savagely killed every effort to have the State embark on a program of increasing the size of that dollar.

Perhaps Governor Caldwell broke the ice with his \$500,000 advertising fund and his vigorous stand for political encouragement of the development of business dollars.

Park	Date acquired	Counties	Acreage
Myakka River	1934	Manatee and Sarasota	12,233
O'Leno Recreational	1934	Columbia and Alachua	1,320
Highlands Hammock	1935	Highlands (Sebring)	3,800
Hillsborough River	1935	Hillsborough	800
Gold Head Branch	1935	Clay (Near Starke)	1,180
Fort Clinch	1935	Nassau (Fernandina)	1,086
Torrey	1935	Liberty	1,058
Florida Caverns	1935	Jackson (Marianna)	1,149
Suwannee River	1936	Hamilton and Suwannee	1,651
Tomoka	1938	Volusia	710
Pan-American	1938	Broward	270
Hugh Taylor Birch	1942	Broward	179
Collier-Seminole	1944	Collier	5,783

The first eight named are open to the public, the others are yet to be developed.

The distinguishing feature of each follows.

Myakka River—Fishing and camping.

O'Leno—Recreational.

Highlands Hammock — Spectacular forms of forestry including a wild orange grove.

Hillsborough River—Tropical growth, fishing, camping.

Gold Head Branch—A weird, pic-

But we prefer to think that sound and early promotion by the State Park Service is also responsible for the development.

Until April 15, 1945 the park and forestry service was one. The result was, that despite the patriotic zeal of the park board for a complete system of State parks, forestry got the most of the State dollars appropriated for the joint activities. Parks always had to take a back seat.

It was only through private semi-donations of suitable tracts of land and the shrewd use of WPA dollars that the department got as far as it did before war restrictions cut activities. At that time the State had acquired 13 parks, all with a sound reason for their creation.

On April 15 the State Board of Forestry and Parks announced a divorce. L. G. Scoggin, formerly assistant State forester working under C. H. Coulter, director of forests and parks, was made director of parks. He reports direct to the State board, not to Coulter, nor anybody in the forestry division and has a separate budget.

The location, the advantages, the size of the 13 State parks form a total score of which the state can be exceedingly proud. Here it is.

turesque sink hole and an underground river.

Fort Clinch—Historic ruins, sea coast.

Torrey—Only torrey trees in North America.

Florida Caverns—Exquisitely beautiful underground formations, non-recurring tree, shrub and flower specimens.

Suwannee River—River and Springs.

Tomoka—Historic spot in tropical setting.

The two Broward spots—Recreation and sea front.

Collier-Seminole—Royal Palms and Seminole Indians.

It is to be regretted that the parks are shy on major springs and waterfrontage.

But the action last week is a new departure. The plan is to build cooking, camping, resting facilities in spots of beauty along the main highways to encourage tourist and citizen alike to pause and enjoy the best that nature has to offer.

The first one will be located on the high banks of the Suwannee River somewhere along that magnificent sweep between Old Town and the point where the bridge on Highway 19 spans the river.

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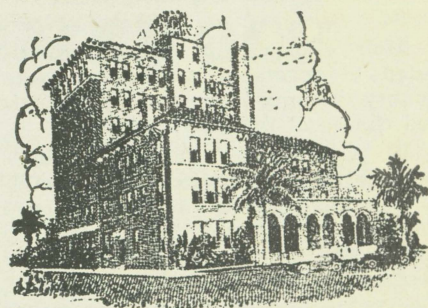
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7 FLOORS

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**FIREPROOF, AUTOMATIC SPRINKLER
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Catering to Commercial Men

DRIVE IN TO THE

Newly Refurnished

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BON L. HAZLEWOOD, Manager

PHONE 925

FORT MYERS, FLORIDA

COUNTY ACTIVITIES

(Continued from page 21)

County were manufactured in that city. Archer is to spend two weeks learning all of the technical details.

■ Monroe County, to insure the availability of someone familiar with voting machines, has sent Franklin Archer to Jamestown, N. Y., for a course of instruction. The machines purchased by Monroe County were manufactured in that city. Archer is to spend two weeks learning all of the technical details.

■ In an effort to prevent unwise building on a piece of property outside the city limits of Daytona Beach, Volusia County commissioners have approved publication of a resolution which sets forth restrictions on the type of building to be permitted along Atlantic Avenue.

■ Manatee County scheduled a county-wide referendum in October on a bill passed by the legislature making it unlawful for owners to allow their hogs, cattle and other livestock to run at large.

■ Duval County commissioners have adopted a resolution asking Florida's congressional delegation in Washington to speed removal of German prisoners in that county. They expressed the feeling that the use of German labor was in direct competition with free labor there.

■ Ground work is being laid in Pinellas County for the first county fair since 1942. County commissioners have announced that John Henry Logan, county agent, will direct the fair which will take place in Largo during the week of January 21, 1946. Logan told the commissioners that the St. Petersburg Chamber of Commerce would cooperate by planning their usual exhibits.

■ Mole cricket bait is being distributed to vegetable growers in Lake County. County Agent R. E. Norris had charge of the distribution.

■ W. A. McMullen, Jr., county engineer, has been authorized by the county commissioners to start at Tarpon Boulevard in Tarpon Springs and to work south to acquire all right-of-way necessary for the Gulf Coast Highway, the center line of which already has been determined by the State Road Department.

■ Indian River County commissioners have requested the State Board of Health to send a representative to meet with them for discussion and consideration of a proposed health unit and sanitary officer. The action was taken following an appeal from the Indian River County Federation of Women's Clubs.

■ Dade County commissioners have been advised by their chairman Charles Crandon, that there is approximately \$1,200,000 available for further improvement of Crandon Park and North Dade County Park.

■ Hamilton County has been advised by the State Road Department that the department has advertised for bids for surfacing Road 116 from Alapaha to Withlacoochee River. The action climaxes a long battle on the part of Hamilton County commissioners to get attention to the road from the Federal government which had to make the necessary materials available.

■ Opening of schools in Pasco County was delayed in September due to the condition of several damaged roads over which school buses must travel. The board of public instruction conferred with the board of county commissioners to extend full cooperation in getting roads into passable condition.

■ A modern community canning plant finally became a reality for Bradford County. It is located at Starke on the property of the Bradford high school and is a 30 x 70 concrete block build-

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- in LOUISVILLE
THE KENTUCKY
- in NASHVILLE
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ing, furnished with equipment valued at \$1,500. The county commissioners shared equally with the board of public instruction and the city council in the creation of the project.

Glades County commissioners, at a recent meeting, agreed to provide funds to Moore Haven for a temporary oil treatment on some of the streets of the town.

Mrs. Glenn M. Sewell of St. Petersburg has begun her duties as Columbia County home demonstration agent. She was highly recommended to Columbia County board of Commissioners by Miss Mary E. Keown, State home demonstration agent at Tallahassee.

Orange County board of commissioners named Mrs. Anna Lovell superintendent of the county welfare department. She was recommended to the Orange County welfare board. The commissioners also accepted the welfare advisory board's recommendations in full that the new director select her personnel.

FLORIDA FOURTH ESTATE

(Continued from page 25)

which will be eagerly sought as they come more into demand.

The proposed search and survey will undoubtedly reveal deposits not only of ilmenite but of many other minerals the presence of which has been only suspected but which new products are going to require in their manufacture.

It would not surprise us to learn later that among Florida resources there will be found and measured many clays and sands that will form the raw materials for profitable industries based on processes lately developed, so we hope the search for these deposits will be broad and complete.—Orlando Morning Sentinel.

ALL FLORIDA ADVERTISING

AS A RESULT of provision made by the 1945 legislature for State-wide publicity, adequately financed, Roy C. Beckman has been named Florida's new press agent. He is supposed to do for the entire State what Steve Hannagan has done for Miami, and what Dick Pope has done for Cypress Gardens, points out the Lakeland Ledger.

The new Florida press agent will work under the supervision of an advertising commission of which Governor Caldwell is chairman and will receive \$7,500 a year.

The new Florida advertising manager plans to use all available media for telling the world that Florida is the ideal spot in which to work or play. His plans include a lavish program of advertising. Florida always has had a great volume of bathing beauty publicity, and Mr. Beckman probably will use some of that, but he is expected to place great stress on Florida's agricultural and industrial potentialities in

order to attract working capital to this State.

The young man has had three years of experience as a publicist with the Federal department of agriculture and the Lakeland Ledger believes that this background means he will use more solid and practical methods of approach than those of bathing beauty glamor and lure, although he probably will use those to a certain extent. Of course as a publicist with a Federal bureau, the young man probably didn't handle much paid advertising, since the government usually expects to get all its free space from newspapers. However, his experience undoubtedly is good and practical, and it is hoped will accomplish a great deal for Florida and the advertising commission which has a large sum of money to spend.—St. Augustine Record.

GOOD INVESTMENTS

GOVERNOR CALDWELL sees no cause for concern over the possibility that the State of Florida will receive a lot of revenue this year from racing and new excise taxes imposed

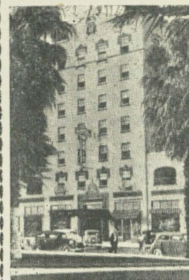
by the 1945 legislature.

In a speech at Fort Myers Tuesday night he declared the State has pressing need for the extra money. For that reason he favors no immediate tax reductions.

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LIMEROCK Association
of Florida, Inc. Ocala
FLORIDA

some of the conditions that now exist in this State will agree with the chief executive. Surely nobody will begrudge the additional \$6,000,000 which is going to improve the condition of the public schools.

Another \$10,000,000, according to the governor is required for bettering and enlarging State buildings and institutions. That some of our institutions are a disgrace to the State cannot be denied. In many cases their facilities are overcrowded, as well as being dilapidated and even unsanitary. Florida ought to do better by its unfortunate wards. The time to make the necessary improvements is when funds are available and that time appears to be close at hand.

The governor also calls attention to the State's \$161,000,000 highway construction program intended to extend over a 10-year period and plans for making jobs during the reconstruction period.

Schools and good roads are certainly sound investments for any State. It is equally true that Florida can't afford to permit a continuance of the disgraceful conditions that prevail in some of our State institutions.

If Florida is to attain her rightful place in these respects, there is no easier way to do it than by using revenues from the race tracks and the taxes on alcoholic beverages and cigars.

TOM JOHNSON BACK

AFTER MORE THAN four years of public service in State positions, Thomas A. Johnson has returned to Pensacola to resume his activities in a private capacity. He has become associated with the Smith concerns and says he is happy to be home gain.

Johnson, affectionately known over the State as "Smokestack," made an enviable record during his four years as chairman of the State Road Department. His efficiency and fairness to all sections of the State were unquestioned and his popularity perhaps was a great factor in the election of Millard Caldwell, whom he supported as Holland's successor.

Although Johnson wished to re-enter private life after the Holland administration, Governor Caldwell prevailed upon him to remain in harness until after the legislative session. This Johnson agreed to do, in fact he remained more than three months after the regular session.

His unusual ability to cope with difficult financial problems made him invaluable as executive secretary of the State Board of Administration, which

handles the road bond issues of the various counties. Besides, he served as hotel commissioner without pay. This post has not been filled.

No announcements have been made as to who will be placed in the two offices which Johnson filled so capably that he received high praise from Governor Caldwell upon his retirement.

Pensacola is fortunate to have Johnson back, as his advice and knowledge will be invaluable in business and civic affairs.—Pensacola Journal.

The number of farm dwellers killed in accidents yearly—around 17,000—is the equivalent of "wiping out" the entire population of any one of the following cities: Iowa City, Ia., Wilmette, Ill., Coffeyville, Kan., West Springfield, Mass., Biloxi, Miss., or Aberdeen, S. D.

A new synthetic resin brake lining promises to eliminate smoking brakes as a post-war motor nuisance.

Nearly three-fourths of all street car fatalities—not involving a motor vehicle—are persons over 45 years of age.

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Consignee—The Texas Co.

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Westinghouse
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DeLand
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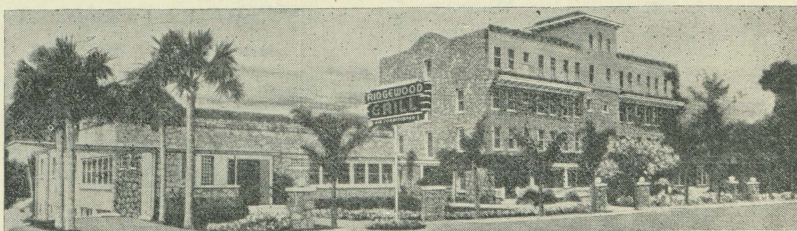
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DAYTONA BEACH

FLORIDA

HOTEL VALDEZ

Ben C. Small, Manager

"SANFORD'S LEADING HOTEL"

Overlooking Lake Monroe—Sanford, Fla.

IT HAPPENED IN FLORIDA

(Continued from page 23)

veteran and his family recently here. He advertised he would swap his ring for a lot in a specified section and give or take difference, and the diamond more than made the down payment on his new home.

★ The bark of Elmer—a bulldog claimed by two women as their own—helped win a court suit in Miami. He went wild at the sight of Mrs. C. W. Hodges, but showed no such affection for Miss Ethel Thompson, who contended he belonged to her and that his name was really Zeimore.

★ Five months old Lynette Pittman of Tampa will some day value a trinket received from her uncle, Sgt. Charles Bond, now at Puerta Princesa in the Philippine Islands. The trinket is a locket made by her uncle of plexi-glass from a shot-down plane, strung on plaited parachute cords and surmounted with a symbol made from a silver quarter, minted in 1936, the year Lynette's parents were married.

★ Martha Joyce Webb, who was one year old in September and calls Charlotte, N. C., home, though she has spent a lot of her young life with her aunt, Mrs. J. C. Jones, in Jacksonville, is believed to be the world's youngest skater. Joyce began pushing her baby stroller on skates at 11 months, soon took to the boot-skates her mother made for her, and is now a veteran, keeping perfect time to music while skating.

★ In Miami, a 79-year-old great-great-grandfather took a 76-year-old bride last month as four generations of descendants, including a 3-year-old great-great-grandson, looked on.

★ A Tampa girl, 20, drove a six-foot-tall young white intruder from her home by taking him by surprise in the dark and cracking him across the head with a brick.

★ A recently discharged Jacksonville WAC had an unlucky day recently. She had driven uptown for a few minutes in a friend's car. When she started to go home, the car refused to budge. Before it could be fixed, she was handed a summons to buy a Florida tag (the car was bearing South Carolina plates), got caught for not having renewed her drivers' permit since her discharge, and found she was parked in a truck loading zone. She can't figure how she missed getting a ticket for the latter.

★ A mechanic, brought before the Dade County War Price and Rationing Board for overcharging a customer, said that out of a bill of \$80, shown to the man's wife, \$32 of it went on the side to the customer to give him extra spending money without the wife's knowing it.

★ Betty Skelton, 19-year-old University of Tampa freshman, has more fly-

ing time and experience than many veteran men pilots. She has a private pilot's license as well as a radio license, has 250 logged hours to her credit, has flown almost all types of light aircraft, and is now flying Fairchild PT-19's.

★ Manning E. Willson, Jr., of West Palm Beach, born at 5:05 a. m. on September 16, 1941, has a new sister

born in 1945 at the same hour on the same day in the same hospital with the same doctor attending.

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FLORIDA TRUCKERS TO MEET

It's convention time again! And we are anticipating the best time we've ever had.

We have told you it would be in Tampa at the Tampa Terrace, Wednesday, Thursday and Friday, November 28, 29 and 30. Just mark those dates down in your little black book.

Frankie Masters is going to entertain you, play for you to dance! There will be a pretty girl to dance and another one to sing.

But you know how it is, when there is something in the offing, you just can't afford to hesitate. We can't accommodate everybody, and we can't give everybody everything he wants. So first, only members are to be allowed to buy tickets. First come, first served, and you who buy your tickets first, will have the ringside tables at the banquet.

Of course, if you cannot plan to attend the convention meeting for some gruesome reason, and then later on find that it will be possible after all, you can still register when you get there. The registration desk will be open from Wednesday midday to Friday midday to take care of all late comers.

The registration fee this year is \$10 per person. This includes everything that goes with the convention—floor show, banquet, the big dance, etc.

You take a tip from us, everybody intends to be there, and you'll be happier if you make definite reservations first.

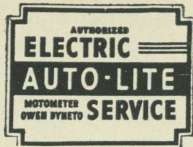
ROAD BUILDERS MEET IN CHICAGO IN 1946

American Road Builders' Association will hold its forty-third annual convention at the Stevens Hotel in Chicago the week of January 14-18, 1946, James J. Skelly, president announced, following a conference of association officials. With the passage of the concurrent resolution by congress releasing Federal-aid highway funds, the meeting in Chicago will launch the three billion dollar post-war construction program which can now get under way, he said.

"In the past we have held our yearly meetings in various cities, and we expect to do so again, but with the Nation entering its reconversion period and transportation still a problem, we chose Chicago because of its central location and its hotel accommodations," said Mr. Skelly.

Speakers prominent in engineering, industry, business and education will appear on the program of the four-day session.

After the war it will be possible to rent a plane just as it is now possible to rent a drive-it-yourself car says Aviation News Magazine. The National Fly-Ur-Self System, Inc., will operate 200 bases where planes may be rented.



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Perishable Fresh Fruit & Vegetables

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FLORIDA CITRUS FRUIT

Featuring: JUICY GEM Brand

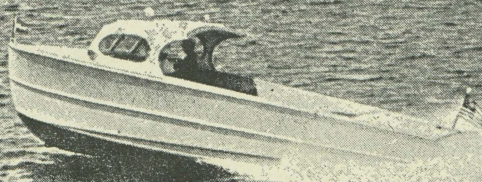
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Buy War Bonds NOW—

After Victory,

Correct Craft



★ Where speed and performance are required we are being called on by both Army and Navy for construction plus production. Following Victory our program of design, production and prices will amaze the boating world.

PINE CASTLE BOAT & CONSTRUCTION CO.

PINE CASTLE, INLAND PLANT

FLORIDA

COASTAL PLANT, TITUSVILLE

FLORIDA STILL A TIMBER STATE

In spite of a trend towards use of more and more land for crops, Florida still devotes great areas to the production of timber and is still one of the leading producers of pine, cypress and some hardwoods.

The discoveries of improved methods of forestry and of new uses for wood in accordance with the principles of chemurgy, by means of which wood may be processed into a growing list of merchantable products making available for use many species of trees not hitherto highly regarded.

Indeed, it is now possible to convert by chemical methods the sawdust, stumps, branches, slabs and other wastes into such commodities as plastics, acetone, alcohol, formaldehyde, oxalic acid, compressed lumber, molded forms, pulpwood, veneer, plywood, and so on through a growing list.

Scrub oak, smaller trees, the spindling growth in swamps and along streams and some new species of fast-maturing nature like Australian pine are all capable of contributing to the utilization of waste lands or lands more suitable to trees than to other purposes.

From middle to South Florida there is a marked interest in the possibilities of Australian pine which makes a remarkably rapid growth, is useful for cabinet work as well as for reducing to plastic and promises a speedier return than is possible from pine and cypress.

One of the largest private forestry undertakings in Florida is that of a group headed by Marc Fleishel of Shamrock, occupying more than 250,000 acres of slash pine, which makes a yearly growth valued at a million dollars, while the State and Federal governments likewise have controlled forests.

There is a good reason to believe that Florida can not only maintain her timber resource but actually enhance it to larger proportions than ever by means of better forest practices and the more thorough reclamation of present wastes by new processes.—Orlando Morning Sentinel.

D. D. T. DONT'S

1—Don't put your hands in DDT liquid when it is mixed with an oil base. Keep it away from the mouth.

2—The practice of wetting a cloth in the concentrate and rubbing it over walls, in kitchen cabinets and on screened doors and windows is highly discouraged. Use a paint brush instead.

3—When spraying DDT with an oil base, or when dusting, wrap a damp towel around your face to prevent inhaling the small particles of spray and dust.

4—Never spray DDT on food or dishes—and by all means, keep the spray away from babies' toys. All per-

sons but those doing the spraying job should be kept from the room until the spray settles and dries.

5—Extinguish all fires when spraying a room with DDT in an oil solution.

6—Don't spray animals with an oil solution. A dusting powder is recommended for a dog—use about one-fourth teaspoonful of a 10 percent DDT powder to cover the entire body. Don't put DDT on a cat, because they lick themselves and may become sick.—Jacksonville Journal.



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DISCUSSES FEATURES OF POST WAR ROAD BUILDING PLANS

Now that congress has given the green light to the post war highway construction program by passing its concurrent resolution that the war emergency has been relieved as provided in the act, over a billion dollars will be available for road building in the fiscal year ending June 30, 1946. In an interview on the effect of this action, James J. Skelly, president of the American Road Builders' Association said, "Reconstruction and relocation will play important parts in our early activities. While thousands of miles of new highways are needed, immediate attention must be paid to the obsolescent mileage that has been piling up for years until it has reached staggering figures.

"The year before we entered the war, it was estimated that three and a half billion dollars would be required to rebuild, widen or relocate 106,560 miles of highways that had become obsolete. Added to this was an additional half billion for widening or rebuilding 21,682 bridges. Since there has been practically no new road building and very haphazard maintenance in the past five years, it is now estimated that obsolescence has grown to twice that huge figure."

President Skelly pointed out that road building should be regarded as a long range, continuous job that would continue for many years. As to the immediate future, he estimated that close to 1,000,000 men would be required in highway construction with 1,250,000 more engaged in producing and transporting materials and equipment. "Supplying work for some two million men is a notable contribution toward solving the Nation's unemployment problem," he insisted.

"War traffic took a heavy toll of our highways and lack of materials and manpower made proper maintenance impossible. Plans to rehabilitate these essential highways are among the 'musts' for every state highway department.

"Moreover traffic conditions are changing rapidly. In the post war years, more cars, heavier trucks and other innovations will speed obsolescence. Changes we can expect in the next 10 years make it necessary for road building to keep in close step with motor transportation. A road with still several years of service may have to be retired to eliminate dangerous curves, grade crossings and other features condemned by modern safety

design. Our goal of safe adequate highways of all types for the entire Nation cannot be reached in three years or ten years. It is going to take a very long time," Mr. Skelly predicted.

Mr. Skelly called attention to the fact that the Federal-aid highway act of 1944 for the first time in the history of government participation had provided funds for farm-to-market roads and for municipal streets.

"The administration and planning for this construction because of Federal aid will necessitate close cooperation by state, county and city highway officials and close coordination of their activities. Our post war highway program is so vast and has so many phases that the public has not yet realized its size and importance," Mr. Skelly concluded.

LOOKS LIKE A GOOD BET

We do not know Roy C. Beckman, chosen to head the advertising campaign for Florida, authorized by the legislature to the tune of half a million dollars a year, but we have confidence in him because he was selected from a list of 30 or more applicants with the sanction of Governor Caldwell whom we believe to be sincerely concerned over the success of this enterprise.

We have further confidence because of the fact that he has been a publicity agent for the U. S. Department of Agriculture and therefore would be friendly towards this State's great agricultural opportunity and to the Florida Livestock Exposition which

will mean so much to the state and attract crowds from outside of Florida. —Orlando Sentinel.

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CLEWISTON GRINDING LARGEST CANE CROP

Largest sugar cane crop in the Florida Everglades in recent years will provide a sugar-short Nation with one month's supply for every person in the United States, according to indications, as the 1945-46 harvesting season opened the latter part of October at Clewiston.

Clarence R. Bitting, president of the United States Sugar Corporation, largest single cane producer on the continent, said "Only the September hurricane kept the crop from setting an all-time record for the Everglades. Present indications are that we will have a much larger crop than any in recent years."

Harvesting of the cane started simultaneously on the company's twelve plantations, which extend some 52 miles around the southern shores of Lake Okeechobee. The cut cane will move to the sugar house, where grinding operations will continue 24 hours a day until the close of the harvest.

Approximately 30,000 acres of cane will be available for grinding, and the company also will grind cane for independent growers in that area. In addition to raw sugar, the crop will provide upwards of five million gallons of blackstrap molasses.

Sufficient labor to conduct the harvest is available but the major portion is imported, and the company is anxious to use all the domestic labor it can secure, Bitting reported. German war prisoners, who were formerly employed in field cultivation work, have been transferred from the area.

"Condition of the cane crop, despite the hurricane, is good and we have been able to improve cultivations of the fields because of a better labor supply during the cultivation season," Bitting said.

The U. S. Department of Agriculture estimates that out of the more than 6,500,000 farms in the country, one in each 37 had a disastrous experience with fires in the five-year period from 1936 to 1940.

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An area north of Cape Canaveral, east of Banana River in Brevard County has been closed to hunting and trapping as a refuge. An area in Levy has been opened after closing about seven years ago and will be popular for hunting and fishing this fall. An area in Osceola County has been closed, another in Martin County was also closed, but another area in Martin County, which was closed as a game refuge in 1943, has been opened to sportsmen.

Home accidents for 1944 resulted in a wage loss, medical expense, and overhead cost of insurance totaling approximately \$550,000,000.

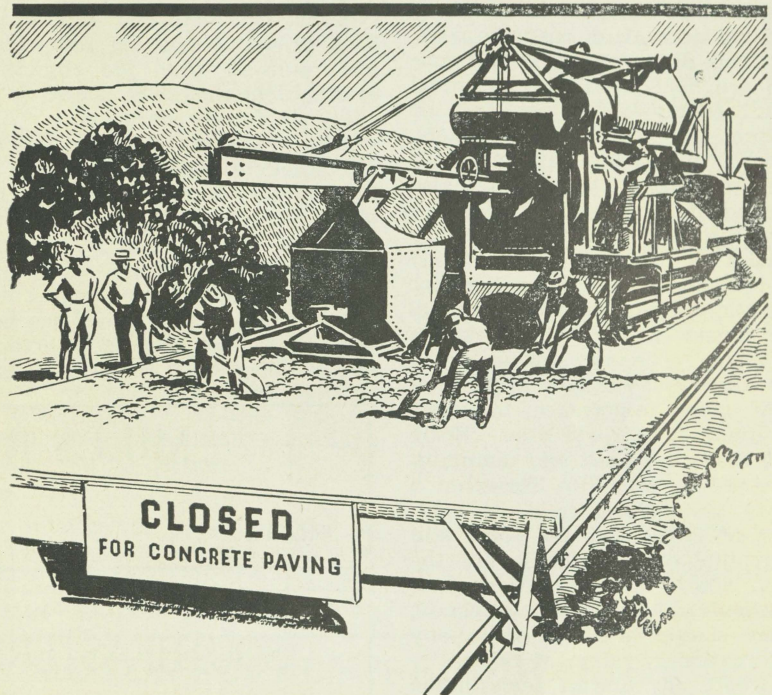
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(Continued from page 26)

and get the help we should have had. This could be one of the causes why road-use revenue flows into other channels.

Fundamentally, there should be a definite system of roads and streets in which our national government has a direct interest—whether it be for war or for commercial peacetime use. This system should be a complete network connecting all principal cities and industrial centers, and should also give consideration to tourist travel. Necessary ingress and egress in cities should be provided so that traffic which is destined to go through a city could do so with as little inconvenience as possible to the local traffic.

In order to give all the citizens the opportunity to have access to any national system of roads, it is necessary that a State network of roads be completed. This State system should connect all principal cities and industrial areas; all county-seat towns and all agricultural and commercial centers, and should connect with all important out-of-State roads. It should also have adequate connections through municipalities and should reach every local point of interest which would attract tourists. This system, together with its connections with any national system, should be the very backbone of the States' economic system.

Then there is another system of roads of great importance to every citizen living in a rural area. Some of these roads are built and maintained by counties; some by States on a secondary system and some by communities or townships, and some still by individual efforts. These are the roads on which most of the produce and agricultural products originate, and they should give access to any State or national system of roads.

Just where any line of demarkation should be drawn between any of these systems depends upon local conditions and finances, but the thing I wish to emphasize here is that each is an important link in an over-all system of transportation.

It is true that our present-day road systems have fallen into the classes as described, but in our zeal to push our own field, one group is prone to forget the other two. We say then—what can we do about it? To me, the answer seems to be this. Some agency or group must first sell itself upon this over-all system of transportation—it must obtain and retain the complete confidence of the people in the different fields. It must work out a plan

for development of an over-all transportation system in which all links may be improved—not all of any group at one time and at the expense of any other, but a gradual and consistent growth of all. The people must be convinced of the soundness of such a plan so that pressure groups will not cause to be set aside well-planned programs which have taken time and money to prepare. When such a plan is worked out, and legislation is required for its enactment, it should be made clear which groups of roads are to be eligible and whether State or Federal funds are to be matched. What I mean to say is this—if Federal funds are to be allocated upon any matching basis, it should be made clear as whether the same applies to the system in which the Federal government has a direct interest; whether it applies to the State systems; or whether it applies to the local group, embodying municipalities and counties. And the eligibility of each system should be shown so as to eliminate future confusion.

It is true that this association has attempted to place such a plan in effect by means of proposed legislation—yet confusion has arisen among us and those outside who are opposed to our efforts have taken advantage of this confusion. To my regret, in the South where I live, there has been a consistent effort to create a breach between urban and rural communities.

You can realize what that situation can mean in an agricultural State where each is so dependent upon the other. This same proposition is true throughout this great Nation of ours, and in order to effect an adequate national system, it must of necessity affect all types of roads or streets in an over-all system of transportation.

As has so capably been pointed out, we have gone a long way in the past 25 years—and yet now with all our past experience, we are getting panicky as we begin the new era, because we are so far behind.

Should we not all re-dedicate ourselves to the building of a national network of roads and streets—and make it a planned and coordinated one of steady growth. Roads will have to be indexed according to use-importance, and not all can be built on top standards. We have all seen roads of elementary importance graduate into those of higher standard. No matter how much ability we have in predicting future developments, none of us can say now just what roads should be built for use in the next 25 years. We do know that the speed of the automobile has advanced from practically nothing to around 75 or 100 miles per hour. Should they advance in the next 25 years in this ratio, they possibly will leave the ground anyway, so that will be another worry. No, we believe the improvements will be in directions other than speed and

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that automobile manufacturers have now reached the point where they too may consider the terrain of this country of ours.

When the motor vehicle manufacturer, the road-user and the agencies charged with the construction and repair of all roads and streets throughout the Nation get behind a definite "betterment program" of transportation, then we can be assured of a definite and adequate post-war program. Members of practically all legislative bodies are thoroughly convinced of the soundness of a road-building program both from the standpoint of necessity and post-war unemployment—and yet they wonder why we cannot lay down before them an accurate blueprint of plans.

The potential work that should be done is so great that designers are hesitant to lay down any set of plans and say these are most important, until they know what size program may be anticipated. In my State, the needs on the present highway system as surveyed by the engineering department are about 12 percent more than the most optimistic hope of revenue. Since we will not be able to remedy all conditions that the engineers say we should remedy, we will attempt to allocate what money is available on all equitable basis over the entire State, feeling confident that our local administrative and legislative bodies will meet the terms on any reasonable matching basis.

The State highway department of any State is in a strategic position in this Federal-State-local cooperation. It should be vitally interested in every phase of this highway system of transportation. It should be interested in any interregional or strategic system of highways—it should be interested in the development of an adequate State highway system, connecting all county-seat towns, commercial, agricultural and industrial centers, both outside and through municipalities—and it should be interested in that system of roads that are referred to as "feeder" roads, whether they be rural roads on its own system or on some local system. Many of these most important county roads should eventually be eligible for the State highway system. The Federal government has shown a definite interest in all these types of roads—the interregional, the Federal Aid system, the municipal streets and the rural roads, and it has contributed to the construction of each type. We think this policy should be continued. The need for intensive and detailed development throughout this system, however, is so great that it will take the coordinated effort of all agencies to establish the needs of first priority from the standpoint of use-importance. In other words, the criterion should be—the development of an over-all highway

system of transportation from the lowest to the highest type rather than a proposition strictly of aid to any group.

When such a plan for coordination of effort can be agreed upon and adopted, then the State can play an important part. It can tie in its system to that of the Nation, be it interregional or strategic; it can develop and build on the interregional or State system connecting links through municipalities, and it can build those "feeder" or rural roads that would complete a link in either of the definitely established systems; otherwise, legislation would take on the semblance of a direct grant.

In conclusion, my plea would be that all agencies responsible for roads or streets meet on one common ground to develop an over-all system of transportation by highways, and that all links in this system be remedied as quickly as possible. When this has been done, begin at once upon an enlargement program.

I feel from my association with this organization that I can speak for the States and say that we have been fighting and are continuing to fight for a coordinated highway transportation system. It is our hope that all highway users may soon realize that this fight must be carried on jointly, and that with this thought in mind, the citizens will again get behind the responsible agencies and carry through to a better highway system throughout each county, township, municipality, State and the Nation.

The number of persons under 25 years old who are drowned each year is the equivalent of the normal complement of 30 U. S. Navy destroyers.

The Florida East Coast Railway will receive a total of 15 new Diesel locomotives during the next two months.

Wartime slogan of the bus companies, "The Public Be Jammed."

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FERTILIZING FISH PONDS

All fish are dependent upon microscopic plants and animals in the water called plankton, and experiments have shown that the amount of plankton in the water can be greatly increased by the use of fertilizer. When this is done the pounds of fish produced per acre are greatly increased. Unfertilized ponds stocked with bream, catfish, crappies and bass have been found to produce from 100 to 200 pounds of fish per acre. Properly fertilized ponds have produced from 500 to 600 pounds per acre. If it is desired to produce more pounds of fish per acre, a water fertilizer should be used.

A good mixture consists of 40 pounds sulphate of ammonia, 60 pounds superphosphate, 5 pounds muriate of potash 30 pounds basic slag or 15 pounds finely ground limestone. Mix just before use. This amount is sufficient for one application on one acre of water.

The first application should be made in the spring as soon as the danger of floods is past. Within a few days after application of the fertilizer, the water should become murky and appear green or brown due to the growth of plankton. Another application should be made whenever the water loses this green or brown color. The last application should be made in September, the pond thus receiving from 10 to 14 applications per year.

The annual cost per acre (pre-war prices) varies from \$14 to \$20, and the cost of fertilizer per pound of fish produced varies from three to six cents.—Pensacola Journal.

AUSTRALIAN OYSTERS

September is an "R" month and some lucky Americans have again whetted their seasonal appetite for the oysters. And way "down under," where warm tropic waters wash the east coast of Australia, 70 Sydney university students are on the prowl to satisfy their hunger for more knowledge of the oyster.

In Australia, the succulent bivalve is eaten all the year 'round, but the osteologists are concerned with him only as a scientific study. Reports from the Cronulla marine biological laboratories, where the students will work, so far have exploded quite a few myths about oysters. They have discovered, for instance, that contrary to popular belief, the oyster is not close-mouthed. He keeps his mouth open about 80 percent of his life, snaps up small life, and strains his food through his whiskers. He, she, or it changes sex several times in its life

and appears to have no particular leaning toward any one estate.

Scientific interest in the natural state of the oyster has stimulated Sydney press comment on its legal status. To the gowned and bewigged gentlemen of the law courts, it's an "animal". But the oyster achieved that distinction only after many a bitter court struggle.

First man to "steal" an oyster from a private grower's plot was acquitted. The learned judge, finding no precedent, ruled that an oyster, in its natural state, was a free animal. He classified it as a "wild beast" and held that no one could be guilty of larceny where a wild beast was concerned.

Subsequent legislation amended that, and the students who go down to the sea at Sydney this week have been robbed of a lot of glamour. Today's statutes classify the oyster as a "domestic animal."—St. Petersburg Independent.

WAYSIDE PARKS SHOULD BE A BOON TO FLORIDA

The State Road and Park Departments have decided to experiment with the idea of wayside parks along Florida highways and will establish

the first on the West Coast Highway near Oldtown. Plans are to utilize a site where the road skirts a high bluff of the Suwannee River at Oldtown, and, if the idea works, to add parks in other parts of the State.

It is a splendid idea. It has worked in other States which have none of Florida's all-year advantages or tourist interest.

There are no end of spots in Florida which would be pleasant for picnic grounds, rests and casual stops, such as intended by the wayside parks, and they would be a good investment for the State both for use by its own citizens and by the visitors it hopes to entertain.—Tampa Times.

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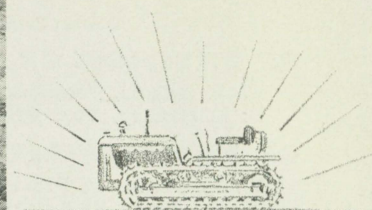
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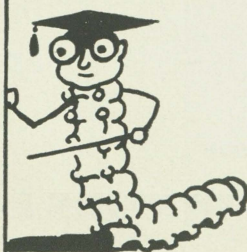
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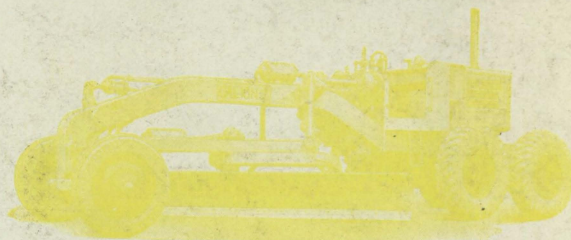
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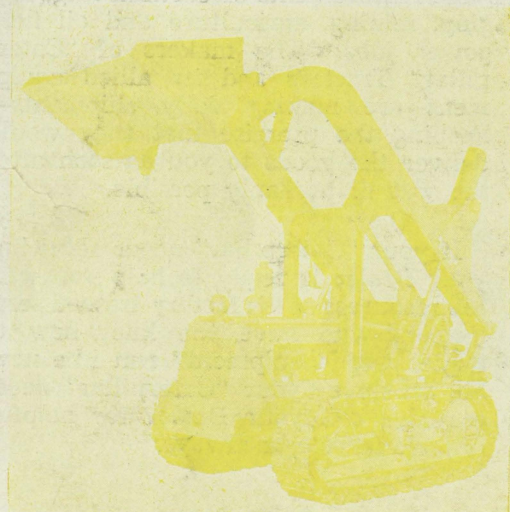
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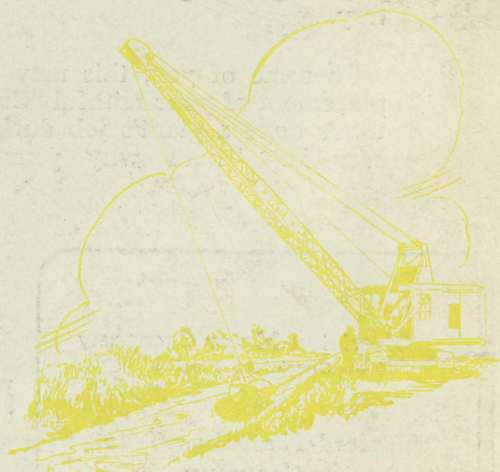
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